



# Report on BusConnects Consultation 2019

**BUS  
CONNECTS**

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



Project Ireland 2040  
Building Ireland's Future



**NTA**  
Údarás Náisiúnta Iompair  
National Transport Authority

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# **1. Overview of the Redesign Process**

## **1.1 Introduction**

In 2017, the National Transport Authority (NTA), in collaboration with Dublin Bus, other key stakeholders (including local authorities), and with assistance from Jarrett Walker and Associates (JWA), began work on reviewing the Dublin Area bus network. In July 2018 a draft BusConnects Network was published, and an intensive 12-week non-statutory public consultation was carried out. Almost 50,000 responses to this consultation were received, and based on this feedback the NTA, in conjunction with the working group, reconfigured the network in response to these submissions.

The revised BusConnects Network was completed in September 2019, and was put on public display for consideration and feedback. This second round of public consultation ran from October to December 2019.

This report sets out the key findings from the 2019 BusConnects Network Redesign consultation process, and in conjunction with Options Report, 2017 and the 2018 BusConnects Network Redesign Consultation Report, presents the full picture of public influence on the network design.

## **1.2 Development of the Revised Network**

The decision to undertake a comprehensive review and revision of the draft network was based on the level and nature of the feedback received during the public consultation exercise undertaken in late 2018. A number of workshops were held by the NTA and Dublin Bus during 2019 in order to assess the issues raised and to determine the appropriate changes to the network. A new, revised network was finalised in September 2019. A full description of the revised network, and changes from the previous proposals can be found in the Revised Network Report at [www.busconnects.ie](http://www.busconnects.ie).

## **1.3 BusConnects Network Redesign – Consultation Phase 2**

Public consultation is at the heart of the BusConnects Network Redesign. Based on feedback from the 2018 consultation, it was considered necessary to ensure that the general public were given appropriate opportunities to view and comment on the proposals. This was a central consideration in the NTA's development of the consultation strategy, and a process was devised to ensure that the BusConnects Network Redesign proposals, and potential for feedback, were as accessible as possible.

The approach adopted by the BusConnects team was to provide the public with as much information as possible. This was done through a number of channels of communication including social media, print and online media, on-street advertising and brand ambassadors. The team also developed 29 booklets with local information on the proposed network changes. The relevant booklets were delivered to every household and business within the Dublin bus network area.

## 1.4 Communications

In summary, the communications strategy consisted of:

- The distribution of local area orientated information brochures to each individual household and business in the Dublin Bus network area. This equated to a brochure drop totalling approximately 775,000, based on 29 geographical area specific information booklets, outlining the BusConnects project and the local transport proposals. These brochures were presented in Irish and English.
- Full use of the [www.busconnects.ie](http://www.busconnects.ie) website (which was accessible to visually impaired users), with links to mapping, reports and local information brochures setting out details of the proposed network changes;
- Social media updates and correspondence;
- Targeted advertisements on social media platforms;
- Local and national print media advertisements;
- Bus shelter advertisements;
- Stakeholder engagement and political outreach;
- Route Mapper to illustrate individual point to point journeys;
- Brand Ambassadors placed at busy bus stop locations to hand out brochures and information leaflets;
- Direct correspondence via email and phone calls; and,
- 17 days of public consultation events across 8 venues, the date and times are set out in Table 1.1 below.

**Table 1.1 List of Consultation Events**

Public Information Events				
Week	Route	Venue	Day	Date
Week 1	8am - 8pm	The Alex Hotel	Tuesday	22nd October
Week 2	West Dublin	Clayton Liffey Valley	Monday & Tuesday	4th & 5th November
Week 2	West Dublin	Crown Plaza Blanchardstown	Wednesday & Thursday	6th & 7th November
Week 3	North Dublin	Carneige Court	Monday & Tuesday	11th & 12th November
Week 3	North Dublin	Hilton Clongriffin	Wednesday & Thursday	13th & 14th November
Week 3	South Dublin	Royal Marine Dun Laoghaire	Thursday & Friday	14th & 15th November
Week 4	South Dublin	The Royal Hotel & Merrill Bray	Monday & Tuesday	18th & 19th November
	West Dublin	Maldron Hotel Tallaght	Wednesday & Thursday	20th & 21st November
Week 5	City Centre	The Alex Hotel	Monday & Tuesday	25th & 26th November

## **1.5 Feedback**

Feedback on the proposals could be given at the public consultation sessions, with submission forms available in paper format and electronically. A web survey form was available which contained some structured questions, as well as a free text box for written commentary. Submissions were also welcomed by email or by post.

## **1.6 Accessibility for All**

The BusConnects team looked towards best practice in relation to making the consultation process as open and accessible to all citizens as possible. In this regard, the following practical measures were taken:

- Each public event was held in a wheelchair accessible location;
- A sign language interpreter was available at every public event;
- Audio files were created of the Consultation Report and were available to download at [www.busconnects.ie](http://www.busconnects.ie);
- An easy to read version of the Executive Summary was created which available to download at [www.busconnects.ie](http://www.busconnects.ie);
- A HTLM version of the Consultation Report was created and available for download at [www.busconnects.ie](http://www.busconnects.ie)
- Direct liaison took place with representative groups for people with disabilities and the elderly; and
- Upon request, and where feasible, the BusConnects team endeavoured to accommodate any special needs or requirements.

## **2. Analysis of the Public Consultation Feedback**

### **2.1 Overview**

In response to the 2019 Public Consultation, the BusConnects team received just over 11,000 submissions through our online survey, by email and post (including hand written submissions completed at the live public events). The NTA engaged an external entity, KPMG, to review and categorise the qualitative consultation responses from the submissions to facilitate additional analysis and interpretation. Their report is available in Appendix 1.

Further to this, the information received directly at the public consultation events was collated, and cross referenced with the written feedback. All feedback was considered, categorised and used as an input into the preparation of the final BusConnects Dublin Network Redesign. The methodology for this analysis is detailed below.

### **2.2 Assessment Methodology**

The BusConnects team undertook an initial overview of the feedback to establish the scope of the comments. While there were a number of submissions which were generally supportive and others that were critical of the overall proposals, it was noticeable that a number of geographic area-specific issues and suggestions emerged. A breakdown of the more general, high level issues and suggestions are set out in Section 3.

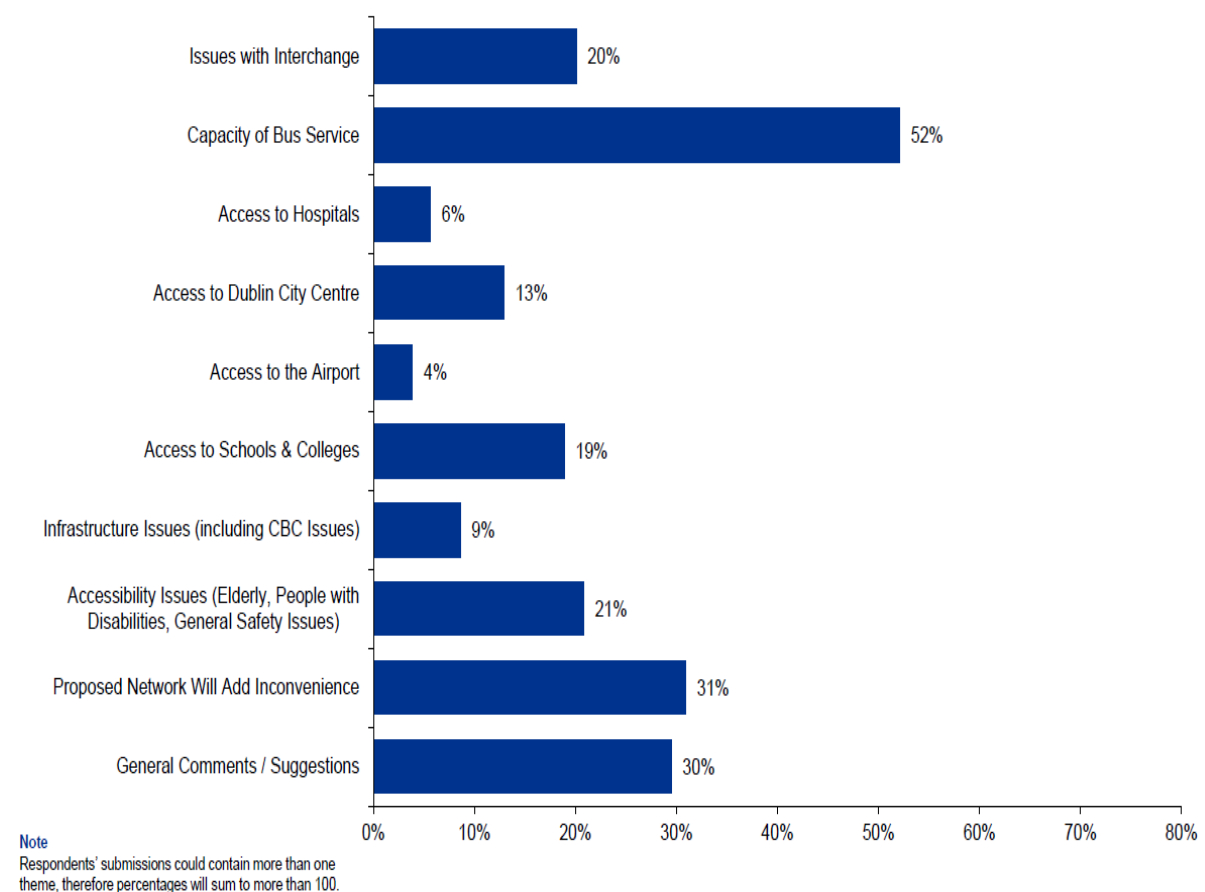
In relation to more geographically localised feedback it was noted that, compared to the 2018 consultation process, the issues raised and proposals put forward were more specific in nature, and in many cases allowed for direct consideration and response. These localised issues are set out in Section 4 below.



### 3. General Feedback and Responses

While the content of the individual submissions varied across the Dublin Bus network area, a number of themes emerged that were common to all areas. As an overview, from the amalgamated dataset of all verified submissions, ten general themes emerged, and these are illustrated in Figure 3.1 below. It should be noted however, that these general themes are not mutually exclusive, and often submissions cross referenced numerous issues, for example access to Dublin City Centre would generally coincide with concerns over the capacity of the bus network. Notwithstanding this consideration, the general issues are presented in more detail below.

Figure 3.1: Top 10 General Feedback Topics



#### 3.1 Capacity of the Bus Service

The issue that was raised most often by respondents was the capacity of the bus network (52% of all submissions). Of particular concern was the capacity of the network to cater for passenger demand in the morning and evening peak periods, and the duration of the peak periods. Some respondents stated that the peak services connecting outer areas should begin earlier in the morning, while other

submissions from inner areas were concerned that city-bound services would be full by the time they reached those locations. This issue was compounded by the perception that the current bus services were already operating at capacity, and the indicative frequency of the BusConnects Services were in some cases lower than the current bus frequencies.

#### Response

An underlying principle of the BusConnects Network Redesign is to make the overall bus network in Dublin function better for passengers. The network has been designed to facilitate more (and often different) choices for travel, which will change the loading dynamics of the bus services, particularly as the network will include far greater potential for direct orbital movements, and will also offer free interchange between bus, rail and Luas services. As such, it is anticipated that peak loading demand will, to an extent, distribute differently to how it does at present - reducing the capacity constraints on peak hour services.

It was concluded that the proposed frequency / capacity of the draft BusConnects Network should be considered as 'open to review', and that the need for additional capacity (by increased frequency of service or additional peak only services) will be a consideration of the BusConnects Network Implementation Group, to be decided on a case by case basis.

### **3.2 Inconvenience**

Another issue raised across the Dublin bus network area, was the concern that the proposals would result in a bus network that is less convenient than the current network (31% of submissions), while 20% of submissions also stated that they had issues with the requirement for interchange.

While these issues have been noted as separate themes, there is considerable overlap between them. The latter theme was often raised by existing passengers who currently have a direct route for their journey and who would be required to interchange under the proposed network. Other examples of inconvenience that were raised included increased walk time to reach bus routes, and routes no longer running along the existing bus route alignments in Dublin City Centre, which may result in less direct services for some passengers.

#### Response

Under the revised proposals 95% of areas that currently have zero-interchange service to the City Centre will maintain this and other areas will have direct service during peak commuter hours. While it is acknowledged that losing a direct service to Dublin City Centre may inconvenience some people, in all cases an alternative will be provided, either by way of a different mode (Luas or train), or by providing an interchange opportunity onto a high frequency public transport service. Where the revised network proposes an interchange alternative, the frequency of local bus services will be substantially better than the current service, running as a regular frequent local service providing an interchange with a Spine Route or Rail/Luas service. The local route, with better operating hours and better frequency, would also provide a better service to people only travelling locally – to their local town centre etc., while continuing to provide a link to a high frequency connection to Dublin City Centre.



Where increased walk times (either at the origin or destination end of the journey) have been stated, the improved offer in terms of interchange (with no additional fare penalty due to the 90 minute ticket) would compensate for some of this inconvenience, with passengers being able to change onto another bus for free to reduce walking distances if required. It is acknowledged however, that the outbound journeys (from the City Centre), particularly at off peak times, will require careful coordination of timetables to manage interchange from higher frequency to lower frequency bus services. This will be carefully managed during the implementation phasing of the project.

### **3.3 Access to Key Destinations**

During the consultation process it became clear that certain bus routes in the existing network, particularly at peak times, serve particular categories of passenger demand well. These would include access to schools and colleges and access to Dublin City Centre. A substantial number of comments raised concerns that the proposed network would not provide for these journeys as well as the current network. In some cases, particular bus routes provide direct connections to specific schools from certain areas, and proposals to replace these generated concerted opposition.

Likewise, access to other destinations, particularly hospitals, was very prevalent in some of the submissions received, notably in the context of elderly people who require direct access to medical services, and who would be impacted more by the requirement to interchange. Also, it was noted that access to the Airport, particularly in relation to the employee catchment area of north Dublin, was highlighted as an issue, numerous times.

#### Response

In general, the potential for interchange- which is fundamental to the new network- would result in considerable increase in accessibility to these destinations by bus throughout the day, and from a far wider range of origins. However, there is merit in a number of specific cases for modifications to the draft network to provide some of the direct connections which currently exist in relation to schools and hospitals. In addition, links to the Airport from the north Dublin suburbs is something which needs consideration. These changes will be highlighted in the Localised Issues analysis set out in Section 4.

### **3.4 Other Issues**

Despite best efforts to distinguish the BusConnects Network Redesign project consultation from the BusConnects Core Bus Corridor project, there were a number of submissions which specifically related to the infrastructure proposals set out in the latter project.

It is noted, and welcomed, that a large number of submissions put forward proposals and suggestions to improve the draft bus network. This included a number of highly detailed submissions, covering a number of different aspects of the network redesign process.

Other noteworthy issues which were raised, and have been considered, as part of the finalisation of the BusConnects Network Redesign, and as input into the network implementation, include:

- **Route Numbering:** numerous submissions highlighted issues with the route numbering as presented in the draft Network Redesign;
- **Integration with Bus Éireann Network:** a number of submissions raised the potential for integrating Bus Éireann routes, and service patterns, into the BusConnects Network redesign, particularly in relation to providing pick up location where direct city centre services would be lost;
- **School bus services:** a number of specific school access issues were raised. However, there was also correspondence in relation to the opportunity to provide dedicated school bus services to reduce congestion on the bus network at peak hours;
- **Permeability and Access to Bus Stops:** a number of respondents suggested that improved access to bus stops would be required where local routes are being rerouted or removed;
- **Fare Structure:** respondents made suggestions in relation to the potential fare structure.
- **Express / Peak Hour services:** A number of submissions raised the issue of maintaining access to outbound express / peak hour services to those who rely on the service, i.e. ensuring that these services do not fill up with passengers who could get any service running along a particular corridor.

#### Response

This confusion between the two main elements of the umbrella BusConnects programme was problematic, and where possible, particularly at the public information sessions, the differentiation between the work programmes was explained. This feedback resulted in no material alterations to the network redesign.

In relation to the numerous comments and proposals, these were reviewed and, as appropriate, have been incorporated into the finalised network plan and implementation process. The route-specific changes and proposals will be highlighted in the local Issues analysis set out in Section 4.

An important change which resulted from the Consultation process was the decision to reconsider the route numbering system, with some alternations to try and give more structure and legibility to the non-Spine route services. This reconfiguration is set out in detail in Appendix 2. The other operational suggestions are noted, and will be considered as part of the BusConnects implementation process, but are not material to the development of the finalised BusConnects Network.

## 4. Feedback on Localised Issues

As set out in Section 3, a number of general issues were raised, which have been considered collectively. There was also, however, a substantial amount of feedback related to localised issues and suggestions which had to be assessed, processed, and considered.

The review of the 2018 consultation feedback required the division of the Dublin Bus network area into 31 localised 'consultation areas', to allow the careful consideration of the local impacts and desires for the BusConnects Network redesign. These 31 areas formed the basis for the Local Area Brochures distributed to each household and business in the Dublin Bus network area. To ensure consistency a quantitative review of the issues was carried out based on this spatial breakdown, and is presented in the report included in Appendix 1. Due to the considerable overlap of issues and solutions between some areas, as well as the fact that some geographical areas raised no spatially specific issues at all, it was considered that for this consultation, amalgamating issues and corresponding solutions by quadrants of the city would be more appropriate. In this regard, the localised consultation feedback has been broken down into 5 'city areas'.

The review process considered all the issues and suggestions raised, and assessed the merit and feasibility of changing the draft BusConnects network to reflect the public feedback. It was clearly understood however, that by changing a route to fix one problem, a new problem could be potentially created elsewhere. Also it was noted that in some cases there were conflicting suggestions, with contradictory outcomes, and these scenarios required careful consideration.

With these elements in mind, the BusConnects team made a conscious effort to reduce changes to routes, instead looking at the feasibility of extending routes, or providing additional services if deemed necessary. This would reduce the loss of bus services proposed in the 2019 BusConnects Network Consultation, while also attempting to address the issues raised. Not all issues could be resolved, and there was a critical awareness of the need to balance public desires with operational feasibility and economic constraints.

The outcome of this analysis is set out by 'city area', below and is made up of a summary of the issues/suggestions raised and a brief commentary on how these issues were dealt with. Finally, any bus network changes that were made are presented.

## 4.1 North East Dublin

### Summary of Issues / Suggestions

The consultation feedback from the areas in North East Dublin is broken down by localised area in Appendix 1, and primarily relates to the following main issues and suggestions:

1. Loss of a direct all day bus service to Dublin City Centre (Dublin Bus Route 33) from the commuter towns in the north of the county;
2. Concerns over the routing of local bus services through Portrane;
3. Requests for the A Spine to be extended to terminate in Knocksedan Estate,
4. Concerns over the terminus of bus services in Knocksedan Estate (based on the current bus operations);
5. Loss of the direct service from Feltrim to Dublin City Centre (Dublin Bus Route 43);
6. Loss of a link from Sutton to Swords, particularly in relation to access to education;
7. Concerns over the loss of service level on Collins Avenue;
8. Loss of direct service from Sutton to DCU;
9. Loss of service to Howth peninsula, particular on the western side of Howth Head;
10. Requests to improve connectivity between Beaumont Hospital and Swords Road (preferably to link to services at Omni Shopping Centre (extension of BusConnects route D4);
11. Requests for the provision of a bus service linking the new residential developments at Clongriffin to the Airport / Airport industrial areas;
12. Requests for the provision of a bus service linking Ballymun and the Airport;
13. Requests to improve connectivity between the north city and the coast (extension of BusConnects route N8); and,
14. Requests for a bus service to be provided for the Northwood Estate (reinstate what had been proposed in the 2018 consultation document).

### NTA Commentary

In relation to the feedback, all suggestions and issues were reviewed and assessed against existing proposals, costs and operational implications of any required amendment, and whether the amendment would improve the overall BusConnects Network. The following points outline the responses proposed in relation to North East Dublin, with the issues/suggestions set out above, cross referenced by number, in brackets at the end.

With regard to the loss of direct bus services from the towns of north County Dublin to Dublin City Centre, it was concluded that given the improved all day rail services into these towns, and the provision under the BusConnects Network proposals of a regular scheduled service to Swords (which would facilitate interchange onto the A Spine), that the provision of an additional service to Dublin City Centre was not required. It was also noted that the addition of an extra route would not improve the overall BusConnects Network, and as such was not necessary at this time. (1)

ACTION: No changes proposed to network.

No changes were proposed in relation to the issues raised about Portrane and Knocksedan. The concerns in Portrane may have arisen due to poor communication of the proposed route alignment, which should follow current bus routing patterns. In Knocksedan, given conflicting concerns about additional buses stopping in the estate, it was considered that the proposed offer provided by Route 196, would significantly improve the transport offer in the estate. (2,3,4,)

ACTION: No changes proposed to network.

The options in relation to serving the Feltrim area of east Swords were reviewed, and it was concluded that the direct service to the City Centre should be retained. This route will replicate the alignment of the existing Dublin Bus route 43, and crucially will provide additional capacity on the Malahide Road corridor. The new route will however mean that the proposed 'draft BusConnects Route 280' will be curtailed and operate from Clongriffin Station to Beaumont Hospital only. Access to Beaumont Hospital will continue to be possible via interchange opportunities on the Malahide Road, or via a new local bus service which will run directly from Swords Village to Beaumont Hospital, via Clonsbaugh. (5)

ACTION: New route from Feltrim (Route 21), curtailed route from Clongriffin to DCU (Route L80), new route from Swords to Beaumont Hospital (Route L82).

It is acknowledged that the link from Sutton to Swords is well established with Dublin Bus route 102, and in particular for school trips. Reviewing the network, it was considered feasible to extend 'draft BusConnects Route 281' from Portmarnock station to a terminus in Sutton Station to maintain this link, rather than the local community having to rely on an interchange to cover a short section of the overall route.

The link from Sutton to DCU however, will be much more amenable via interchange and no changes were suggested. The proximity of most sections of Collins Avenue to Spine routes, as well as the provision of a direct (less frequent) service to Dublin City Centre, and potential for interchange trips if required on the N4 service, drew the conclusion that no additional services are required.

It was considered however that the direct route from Howth via Carrickbrack Road to Dublin City Centre should be retained, and proposals were developed which would allow the service to run via Watermill Road. This service would also then provide additional capacity along the Howth Road from Raheny. (6,7,8,9)

ACTION: Extend local route from Portmarnock to Sutton Station (Route L81). Provide enhanced route from Howth to Dublin City Centre, via Watermill Road (Route 6).

The suggestion to extend the terminus of the D4 Spine Route to the Swords Road to improve interchange and accessibility to Beaumont hospital was agreed. However this extension was curtailed to a new terminus point on the Swords road, at the junction of Coolock Lane, rather than extending it to Omni Shopping Centre at this time. The feasibility of providing a terminus and turn around facility for the northern orbital bus route was also reviewed, and based on the operational feasibility, it has been deemed appropriate to extend the route of the N6 to the coast road. (10,13)

ACTION: Extend Spine Route D4 to Coolock Lane, extend Orbital route N6 to Coast Road.

The suggestion to provide a new service from the developing residential areas of Clongriffin to the Airport was raised numerous times, and in conjunction with submissions from other areas of north Dublin, it was agreed that there is merit in providing this link, which would also provide an interchange opportunity from Clongriffin DART Station. It is proposed to introduce a new Northern Orbital route (N8) which will run from Clongriffin to the Airport and then on to Blanchardstown via Horizon Business Park and the M50, providing better public transport options for employees of the Airport and the north Dublin employment areas.

Similarly, it was concluded that providing a link from the Ballymun area to the Airport would improve connectivity to this major employment area. It was considered that an extension of the 'draft BusConnects route 94' from the City Centre, via Ballymun would provide sufficient capacity for this service. It was also agreed, subject to confirming terminus and turnaround facilities, that the E1 Spine Route should now terminate in Northwood- This will remove the terminus at IKEA. However this area is well served by routes E2 and 19. (11,12,14)

ACTION: New route from Clongriffin to Airport (N8), terminate Spine Route E1 in Northwood, extend route 19 to Airport.

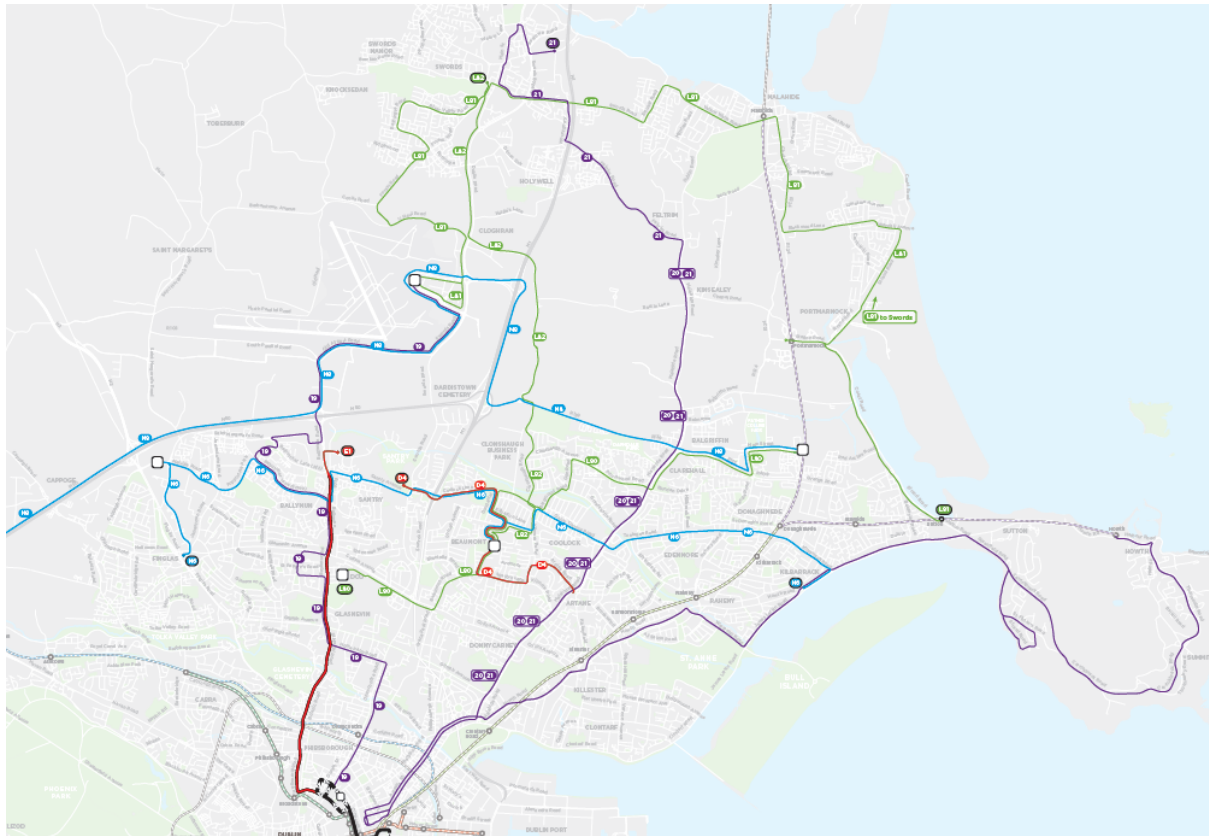
#### BusConnects Network Changes for North East Dublin

The following BusConnects Network changes have been agreed as an outcome of the 2019 Consultation Process:

- |       |   |                                 |                                    |
|-------|---|---------------------------------|------------------------------------|
| • D4  | - | Coolock Lane - Kiltipper Way    | new terminus location (north end)  |
| • E1  | - | Northwood – Ballywaltrim (Bray) | new terminus locations (both ends) |
| • N6  | - | Finglas – Coast Road (Raheny)   | new terminus location (east end)   |
| • N8  | - | Blanchardstown - Clongriffin    | new route                          |
| • 6   | - | Howth – Dublin City Centre      | new route                          |
| • 19  | - | Dublin Airport – Merrion Square | new terminus location (north end)  |
| • 21  | - | Seatown – Dublin City Centre    | new route                          |
| • L80 | - | Clongriffin – DCU               | new terminus location (north end)  |
| • L81 | - | Sutton – Dublin Airport         | new terminus location (south end)  |
| • L82 | - | Swords- Beaumont Hospital       | new route                          |

The changes outlined above are illustrated in Figure 4.1.

Figure 4.1: routes modified in North East Dublin





## 4.2 North West Dublin

### Summary of Issues / Recommendations

The consultation feedback from the areas in North West Dublin is broken down by localised area in Appendix 1, and primarily relates to the following main issues and suggestions:

1. Lack of provision for additional bus services to new residential development lands north of Tyrellstown;
2. Loss of a direct all day bus service to Dublin City Centre from Dunboyne;
3. Concern over the proposed provision of a bus gate between Littlepace and Huntstown Way;
4. Request to extend bus services in Dunboyne to better serve the growing residential areas, and if possible to extend to the Bracetown Industrial Estate;
5. Loss of a direct all day bus service to Dublin City Centre from the Clonsilla Road area;
6. Concern about the loss of direct access from the Castleknock area to the Stoneybatter area and new TU Dublin Campus at Grangegorman;
7. Loss of direct access to Blanchardstown Connolly Hospital from the north Dublin City;
8. Request to extend the B Spine towards the western side of Littlepace;
9. Recommendation to route the BusConnects Route 35 through TU Dublin, Blanchardstown; and,
10. Direct bus access to the Airport from the Blanchardstown area.

### NTA Commentary

In relation to the feedback, all issues raised and recommendations made were reviewed and assessed against existing proposals, costs and operational implications of any associated amendment required, and whether the amendment would improve the overall BusConnects Network. The following points outline the responses proposed in relation to North West Dublin, with the issues/suggestions set out above cross referenced by number in brackets at the end.

The new development lands north of Tyrellstown, which have developed rapidly in the last year, should be better served under the BusConnects Network. Amendments are proposed for the B3 spine route to be extended and 'draft BusConnects route 262' to be altered to better serve the area. Similarly it was recognised that Spine Route B2 should be extended to serve the north side of Littlepace, and the N4 Orbital route should be rerouted to better serve Blanchardstown Connolly Hospital, particularly from its catchment area of north Dublin City. (1,7,8)

**ACTION:** Extend Spine Route B3, Alter route L62, to provide better coverage in Holywell, and amend Orbital Route N4 to provide direct access to Connolly Hospital.

In relation to the provision of all day services to Dunboyne, it is noted that the town is served by a train station which provides direct services to Dublin City Centre. The proposed feeder service from Dunboyne to Blanchardstown Shopping Centre will also provide a high frequency all day service,

linking to a very high frequency Spine route at the Shopping Centre. It is considered that the feeder service, in conjunction with the other public transport options available for residents of Dunboyne will provide an improved overall service to the local community, and it was, therefore, recommended that the proposed route did not change. In addition, it was considered that the provision of a bus gate at Huntstown Way would provide a much improved public transport offer for the residents of Littlepace, and with the use of a retractable bollard, and using fully electric buses, the impact on local residences in terms of noise and traffic would be minimal. It was agreed that 'draft BusConnects route 264' should be extended west to better serve the emerging residential areas in Dunboyne. (2,3,4)

ACTION: Amend route L64 to extend coverage north of Dunboyne.

The Clonsilla Road is currently served by a direct bus service to Dublin City Centre, while the draft BusConnects proposal was to provide a high frequency feeder link to the B Spine - connecting at a new interchange stop on the N3 road. This stop however, does not currently exist and as such there is concern that any delay in the development of this stop would significantly discommode passengers in the Clonsilla Road area. It was also noted that the removal of the existing service had cut the public transport link between Castleknock and the western side of Dublin City, as well as removing a city bound service from Blackhorse Avenue. It was agreed that a service similar to the existing Dublin Bus Route 39 should be included in the final BusConnects Network. Linked to the reduced demand for a high frequency feeder service along Clonsilla Road, the 'draft BusConnects route 261' was subsequently extended to Hartstown Way, providing better connectivity between the residential areas of west Blanchardstown and employment areas and TU Dublin Blanchardstown, east of the N3 road. This local service will access TU Dublin (Blanchardstown) directly and it was considered that this was an adequate direct service to the campus, and as such, suggestions to alter the route of 'draft BusConnects route 35' to go into the campus (causing delay to the route) were not brought forward. (5,6,9)

ACTION: New route from Blanchardstown to Dublin City Centre, via Clonsilla Road (Route 37), Amend Route L61 to include Hartstown.

The suggestion to provide a new service from Blanchardstown to the Airport was raised numerous times, and in conjunction with submissions from other areas of north Dublin, it was agreed that there is merit in providing this link. It is proposed to introduce a new Northern Orbital route (N8) which will run from Blanchardstown to the Airport and then on to Clongriffin DART Station via Horizon Business Park and the M50, providing better public transport options for employees of the Airport and the north Dublin employment areas. (10)

ACTION: New route from Clongriffin to Airport (N8).

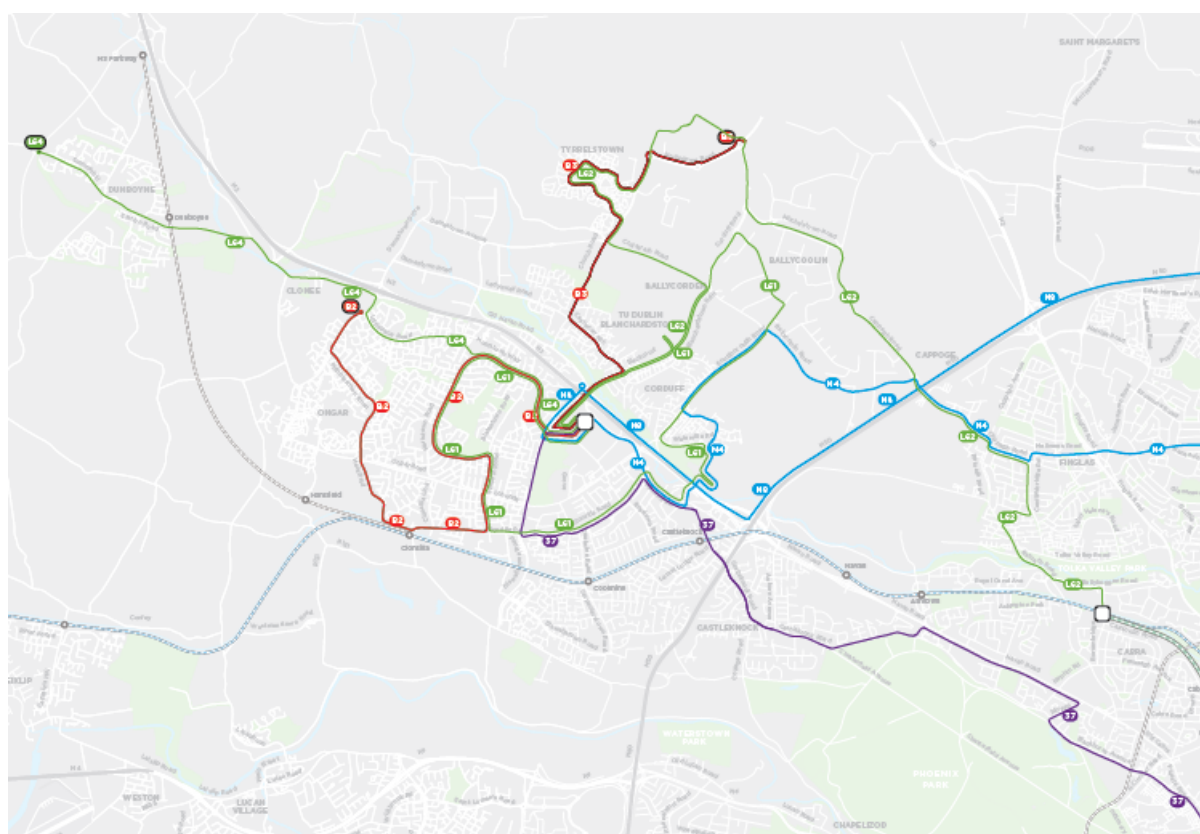
### BusConnects Network Changes for North West Dublin

The following BusConnects Network changes have been agreed as an outcome of the 2019 Consultation Process:

- |       |   |                                |                                     |
|-------|---|--------------------------------|-------------------------------------|
| • B2  | - | Littlepace - UCD               | new terminus location (north end)   |
| • B3  | - | Hollywoodrath – Dun Laoghaire  | new terminus location (north end)   |
| • N4  | - | Blanchardstown – Spencer Dock  | route deviation (Connolly Hospital) |
| • N8  | - | Blanchardstown - Clongriffin   | new route                           |
| • 37  | - | Blanchardstown – Pembroke Road | new route                           |
| • L61 | - | Blanchardstown Circular        | route deviation (Hartstown Way)     |
| • L62 | - | Blanchardstown – Broombridge   | route deviation (Holyswell)         |
| • L64 | - | Dunboyne - Blanchardstown      | new terminus location (north end)   |

The changes outlined above are illustrated in Figure 4.2.

Figure 4.2: Routes modified in North West Dublin



### 4.3 West Dublin / East Kildare

#### Summary of Issues / Suggestions

The consultation feedback from the areas in West Dublin / East Kildare is broken down by localised area in Appendix 1, and primarily relate to the following issues raised and recommendations made:

1. Significant concern was raised in relation to the connectivity of Confey Community College from the east, specifically in relation to the loss of the existing 66a service;
2. Concern over the lack of service provision in the growing residential areas of Easton in Leixlip;
3. Suggestion that proposed local service from Confey (R258) should be extended to link with Celbridge and possibly Hazelhatch station;
4. Suggestion that the C4 Spine Route should be extended to Maynooth;
5. Suggestion that there should be a direct service from Celbridge to the Airport via Blanchardstown;
6. Significant concern over the capacity of bus services in Lucan;
7. Suggestions on how the BusConnects orbital service should be altered to serve Clonburris station;
8. Suggestions for local bus services in Clondalkin, including how better connectivity from Palmerstown to Clondalkin (including a bus link to Wheatfield Prison could be provided);
9. Concern was raised by residents of Inchicore about the loss of a direct service to Clondalkin which is currently provided by Dublin Bus route 13 and facilitates a long standing connection to Coláiste Chiliai on the Old Nangor Road;
10. Suggestion that the S8 route could be rerouted to serve TU-Dublin Tallaght and Tallaght Hospital directly;
11. Request that a bus service running from Killinarden Heights to Killinarden Post Office be reinstated, this is currently served by Dublin Bus route 77a; and,
12. Concern over the routing of some bus services in Ballyfermot due to physical constraints of the road network, and also that bus services should use the more direct alignment of Dublin Bus route 79 to get to Dublin City Centre, rather than using James Street.

#### NTA Commentary

In relation to the feedback, all suggestions and issues were reviewed and assessed against existing proposals, costs and the operational implications of any required amendment, and whether the amendment would improve the overall BusConnects Network. The following points outline the responses proposed in relation to West Dublin – East Kildare, with the issues raised and recommendations made set out above, cross referenced by number in brackets at the end.

One of the single biggest issues raised during the consultation process, was the concern over access to Confey Community College in Leixlip, particularly with regard to the removal of a direct service to Lucan. While it had been proposed to run peak hour services along the route of the existing Dublin Bus service, all day connections would have required an interchange. Examining the issues, and

looking at the options in conjunction with other issues raised in the wider area, including links from Lucan to Clondalkin, it was identified that the provision of an all-day local service, linking Confey to the wider Lucan area would be a positive addition to the BusConnects Network as a whole. This new local service would also provide connectivity between Lucan and Clondalkin, including linkages to the Kildare Rail Line (Clondalkin - Fonthill station) and the Red Cow Luas stop. To complement this, and to alleviate capacity issues in Lucan, an additional local service for Adamstown to Liffey Valley will also be provided. (1,6,7)

ACTION: New route serving Confey to Red Cow Luas, via Lucan (Route L54), new route serving Adamstown to Liffey Valley, via Lucan (Route L53).

Also in relation to Leixlip, it was agreed that the level of service provision to the rapidly expanding Easton area was insufficient. It is therefore proposed to provide an additional radial service running from Intel via Green Lane to serve this area. This route will also provide additional capacity along the Lucan – N4 Corridor, which is an area of very high peak period demand. In relation to local services in Leixlip and Celbridge, the recommendation to extend the R258 route to Celbridge and onwards to Hazelhatch station, providing better linkages and interchange potential, was agreed. However, the recommendation to extend the C4 Spine route from Celbridge to Maynooth was not accepted, as this connection is already provided for by the W4 route. Equally it was deemed that a direct service from the western suburbs to Dublin Airport was not required as good interchange options are available for the anticipated demand for such a service. (2,3,4,5)

ACTION: New route from Intel to Ringsend, via Green Lane, extend route L58 to Hazelhatch.

In relation to Clondalkin a number of changes have been made. To provide better connectivity to Coláiste Chilliaín on the Old Nangor Road, the alignment of 'draft BusConnects route 93' was modified to bring it closer to the school. An extension to 'draft BusConnects route 95' from Ballyfermot to Red Cow Luas, will provide a service along Station Road, as well as providing access to Wheatfield Detention Centre. Services from Ballyfermot to Dublin City Centre have also been realigned to travel down the city quays. This will make the route quicker and will also provide additional bus capacity from Heuston Station to the City Centre. (8,9,12)

ACTION: Amendment to Route 60 in Clondalkin, amendment to Route 75 to extend to Red Cow Luas.

A significant issue in Tallaght was the severance of local connectivity from Killinarden Heights to Killinarden Post Office. Although this was a relatively localised issue, it was important to the community. Reviewing this issue, it was determined that the problem could be addressed with an extension of the 'draft BusConnects route 15'. This would also provide better connectivity to Tallaght Shopping Centre, Hospital and TU-Dublin (Tallaght) from the local area. In addition, it was agreed to reroute the S8 to provide direct access to TU Dublin (Tallaght) and Tallaght Hospital. (10,11)

ACTION: Extension to Route 82 to Killinarden, amendment to Orbital Route S8 to run via Tallaght.

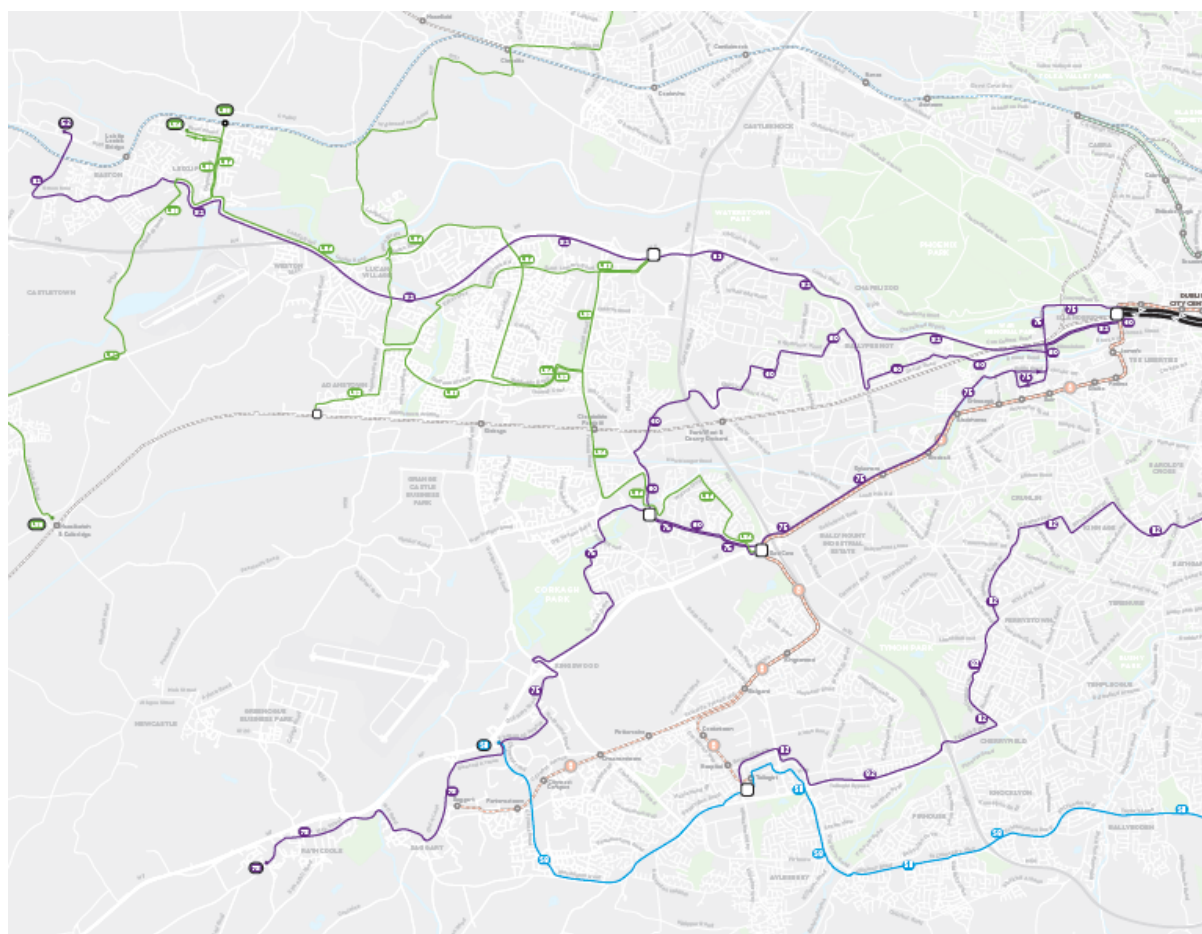
## BusConnects Network Changes for West Dublin / East Kildare

The following BusConnects Network changes have been agreed as an outcome of the 2019 Consultation Process:

- |       |   |                             |                                   |
|-------|---|-----------------------------|-----------------------------------|
| • S8  | - | City West – Dun Laoghaire   | route deviation (Tallaght)        |
| • 52  | - | Intel – Ringsend            | new route                         |
| • 60  | - | Red Cow Luas – Spenser Dock | new terminus location (west end)  |
| • 75  | - | Rathcoole – Docklands       | route deviation (Old Nangor Road) |
| • 82  | - | Killinarden – Ringsend      | new terminus location (west end)  |
| • L53 | - | Adamstown – Liffey Valley   | new route                         |
| • L54 | - | Confey – Red Cow Luas       | new route                         |
| • L58 | - | Louisa Bridge – Hazelhatch  | new terminus location (south end) |

The changes outlined above are illustrated in Figure 4.3.

Figure 4.3: Routes modified in West Dublin / East Kildare



## 4.4 South Dublin / North Wicklow

### Summary of Issues / Suggestions

The consultation feedback from the areas in South Dublin / North Wicklow is broken down by localised area in Appendix 1, and primarily relates to the following main issues raised and recommendations made:

1. Significant concern over the lack of a replacement to the 15 and 15A/B services, particularly in relation to links to schools in Terenure and Rathmines;
2. Concerns over the volume of bus services travelling through Rathgar;
3. Concerns over the use of Whitehall Road for bus services;
4. Suggested that the A4 Spine Route could be extended to Dundrum Luas stop to serve Nutgrove Way, or extend it to Ballinteer Community School;
5. Suggested that the 198 route could be extended to Ballybrack Road to serve Tibradden bike park;
6. Suggested that B1 and B2 Spine routes could be moved away from Nutley Lane, with some alternatives proposed, this suggestion is closely linked to issues arising in the BusConnects Core Bus Corridor consultation process;
7. Recommendation that the B Spine should use Northumberland Road instead of Pembroke Road;
8. Recommendation that the S4 could be extended to connect with the DART line;
9. Recommendation that the 222 and 225 could be combined to remove the terminus at Dun Laoghaire DART station;
10. Concern over the removal of the Dublin Bus Route 4 from Monkstown Avenue;
11. Concern over how residents in Ticknock Park will access the S8 orbital route due to lack of pedestrian accessibility;
12. Recommendation that route S6 and S8 could alternate routes at Sandyford to Blackrock and Dun Laoghaire;
13. Recommendation that services terminating in Blackrock Village should be moved to Booterstown, facilitating better school and hospital links;
14. Concern that some of the roads in Kimmage are too narrow to facilitate the proposed route 24, notably Captains Road;
15. Recommendation that Spine Route F3 should run along Stannaway Road;
16. Recommendations were made in relation to the routing of the F1 and F3, in the context of improving connectivity with Terenure and Rathmines, and maintaining existing travel patterns;
17. Significant support for a suggestion to extend the E1 service to Ballywaltrim;
18. Congestion at Bray Station was seen as a potential problem;
19. Concern over the loss of connectivity to Heuston Station provided by the 145; and,
20. Concern over the loss of direct all day service from north Wicklow to the City Centre, it was suggested that Bus Eireann services could cater for this demand.



## NTA Commentary

In relation to the feedback, all issues raised and recommendations made were reviewed and assessed against existing proposals, costs and operational implications of any required amendment, and whether the amendment would improve the overall BusConnects Network. The following points outline the responses proposed in relation to South Dublin- North Wicklow, with the issues/recommendations set out above, cross referenced by number in brackets at the end.

In South Dublin, one of the key concerns with the proposed BusConnects Network was in relation to access to the Rathmines – Terenure area, and particularly with regards to access to schools. The reconfiguration of the network had removed direct links to this area from the south western suburbs, with city bound services from this area running via Harolds Cross. Equally, the direct link to Ringsend would also now require interchange. The concentration of schools in the Rathmines-Terenure area, combined with the long established links from these suburbs to the schools, as well as to Rathmines Village, was something that was underrepresented in the draft BusConnects Network.

Upon review, it was deemed necessary to maintain these long established connections. From a wider network perspective, it was also seen as prudent to provide additional capacity to the rapidly expanding employment area of Grand Canal Docks from the south of the city which will be achieved by the provision of a new direct service and an amendment to the 'draft BusConnects route 15, to better serve this area. The addition of these services facilitated some minor route modification of services in Perrystown to improve service coverage, notably the F2. However, it was concluded that the F Spine should be maintained up to the KCR junction and as such the recommendation to change the alignment of other F Spine branches was not accepted. (1,15,16)

ACTION:           New route 81 from Greenhills to South Docks, modifications to route 82 to link to south docks, modifications to Spine Route F2.

A number of infrastructure and road capacity based recommendations were presented, and in general these were, following consideration, not progressed, with the exception of changing the routing of the 'draft BusConnects route 24' to avoid Captains Road, Kimmage. (2,3,6,7,14)

ACTION:           Amend Route 24 in Kimmage

A minor extension of Route A4 was recommended, to provide for better interchange and service coverage in the Dundrum area. This change has been included. The recommendation that 'draft BusConnects route 198' should be extended to Ballybrack Road to provide access to the Dublin hills, was not agreed however, as it was considered that this link would be better provided outside the BusConnects core network. (4,5)

ACTION:           Extend Spine Route A4 to Dundrum

In south east Dublin, there were a number of suggestions for route modifications, which taken individually, had merit. However, in the context of the BusConnects Network as a whole, the proposals would not bring sufficient benefit to be brought forward. In some cases the issues related to infrastructural considerations which will need to be examined at a later stage in conjunction with the Local Authority. (8,9,10,11,12,13)

ACTION: No change

In Bray, there was a large volume of support for an extension of the E1 service to Ballywaltrim. Although moving the terminus point of the E1 to Ballywaltrim would remove the link between the Spine Route and DART for interchange, this was seen as a secondary requirement of the bus route, and it was agreed that the terminus should be moved. It was acknowledged that this would also assist in reducing the volume of buses terminating at Bray DART Station, which was also of concern. However, the need for a direct service to Heuston from Bray was not accepted as there are good interchange opportunities for this connection in the BusConnects Network. In relation to all day services from North Wicklow to Dublin City Centre, this will be considered in conjunction with the operation of Bus Eireann services, and will be considered outside the BusConnects Network. (17,18,19,20)

ACTION: Extend Spine Route E1 to Ballywaltrim

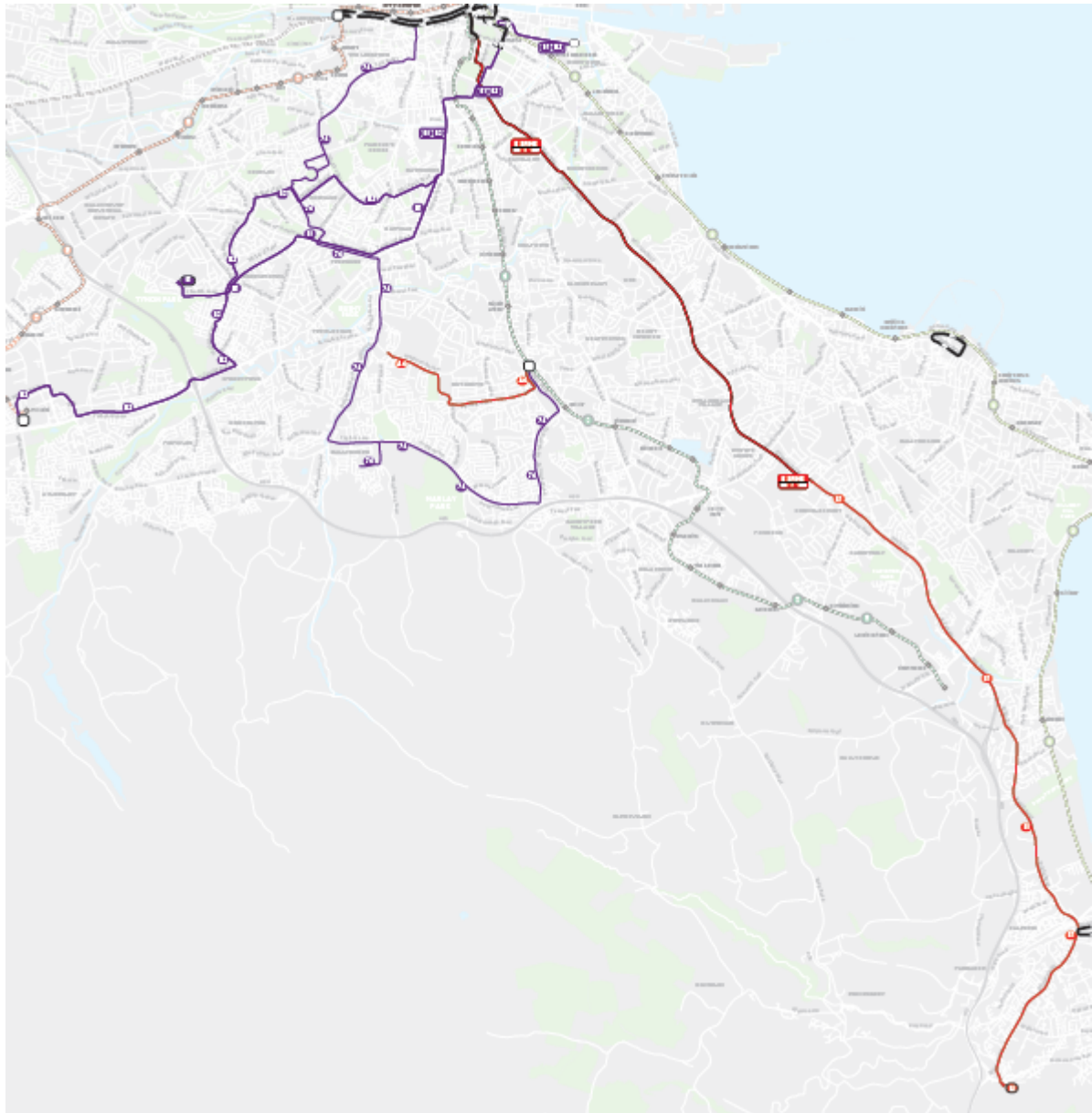
#### BusConnects Network Changes for South Dublin / North Wicklow

The following BusConnects Network changes have been agreed as an outcome of the 2019 Consultation Process:

- |   |    |   |                                 |                                    |
|---|----|---|---------------------------------|------------------------------------|
| • | A4 | - | Swords Manor - Dundrum          | new terminus location (south end)  |
| • | E1 | - | Northwood – Ballywaltrim (Bray) | new terminus locations (both ends) |
| • | 81 | - | Greenhills – South Docks        | new route                          |
| • | 82 |   | Kilinarden – South Docks        | new terminus locations (both ends) |
| • | 74 | - | Dundrum – Dublin City Centre    | route deviation (Captains Road)    |

The changes outlined above are illustrated in Figure 4.4.

Figure 4.4: Routes modified in South Dublin / North Wicklow



## 4.5 Dublin City Centre

### Summary of Issues / Recommendations

The consultation feedback from the areas in Dublin City Centre is broken down by localised area in Appendix 1, and primarily relates to the following main issues raised and recommendations made:

1. Concern over the loss of a bus service to Dublin City Centre from Blackhorse Avenue / Skreen Road;
2. Concern that the proposed local route 97 was an insufficient replacement to the Dublin Bus route 122 from Ashington, and that this proposed service would not be as good for connections to hospitals (Mater, Temple Street and Childrens Hosptial, Crumlin)
3. Concern over the loss of service provision on Tyrconnell Road, Inchicore, and also the reduction in services to Bluebell.
4. Concern over the loss of connectivity between Inchicore and Crumlin Road schools, and links between Crumlin/Drinmagh and schools in Rathmines.
5. Specific concern was raised by residents of Inchicore about the loss of a direct service to Clondalkin which is currently provided by Dublin Bus route 13 and facilitates a long standing connection to Coláiste Chilliaín on the Old Nangor Road;
6. Dublin City Council are considering plans for the pedestrianisation of College Green, and as such asked that consideration be given to the potential arising from the removal of services running along Dame Street - Georges Street axis;
7. Recommendation that route N2 could be extended to East Point or to Connolly Station; and,
8. Concern that the proposed network does not cover the service currently provided by Dublin Bus Route 53.

### NTA Commentary

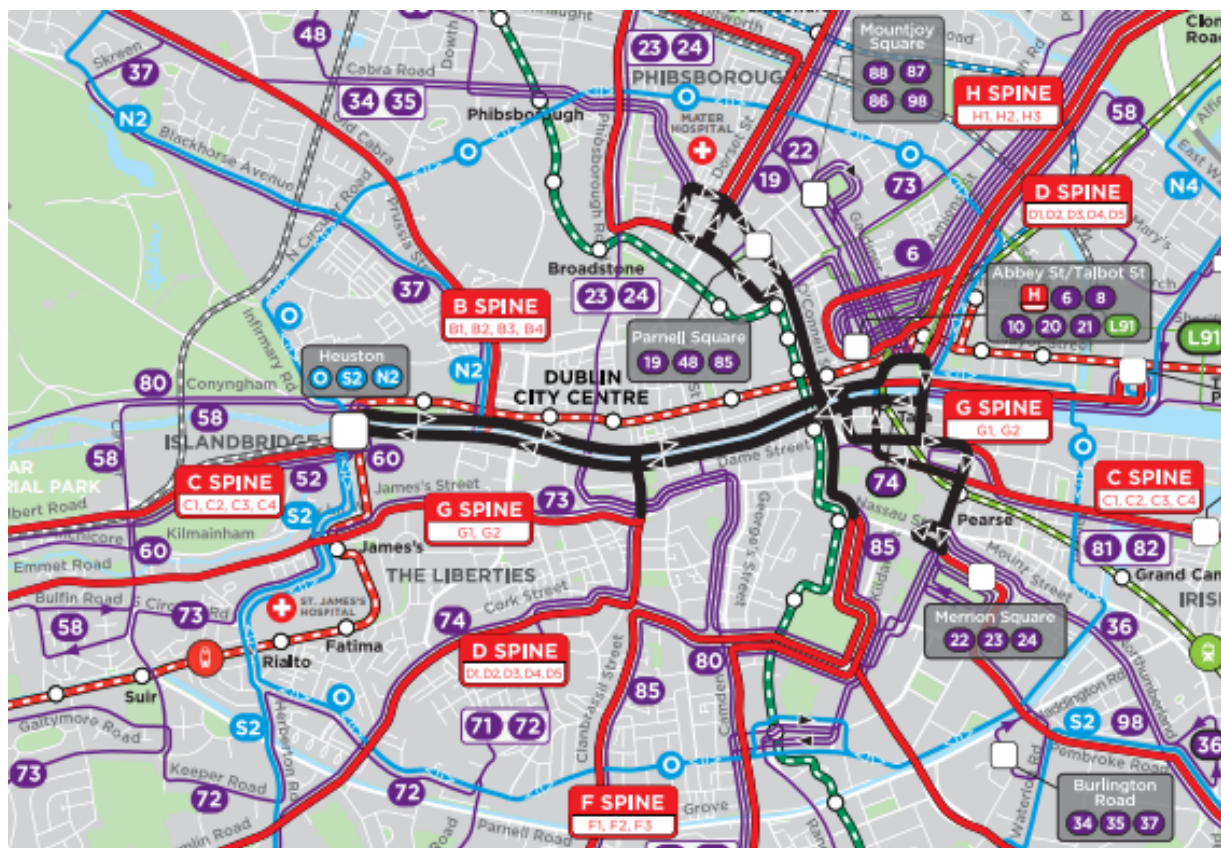
In relation to the feedback, all issues raised and recommendations made were reviewed and assessed against existing proposals, costs and operational implications of any required amendment, and whether the amendment would improve the overall BusConnects Network. The following points outline the responses proposed in relation to Dublin City Centre and the issues/recommendations set out above are cross referenced by number (in brackets) at the end.

The future development of Dublin City Centre was a central consideration of the BusConnects Network. In their submission, Dublin City Council's Transport Department highlighted the Council's ambitions to work towards the pedestrianisation of College Green, which would preclude east-west bus movements to and from Dame Street. It was recognised that this proposal had potential benefits for the BusConnects Network, by spatially segregating the operation of bus services within the City Centre area, with less merging of north- south and east –west bus movements.

To facilitate this plan for the pedestrianisation of College Green, two arrangements have been developed for bus movement through the College Green area, one arrangement to apply in advance of pedestrianisation, and the second being an indicative arrangement to be implemented under the pedestrianisation proposals.

As the proposals to close College Green to east-west vehicular movements have not yet been approved, the primary network map shows the arrangements under the BusConnects proposals in advance of pedestrianisation, utilising Dame Street and College Green. A separate map is included as Figure 4.6 showing the indicative bus network arrangements following the pedestrianisation of College Green. These arrangements are subject to further revision in conjunction with the development of the College Green proposals by Dublin City Council. (6)

Figure 4.5: Indicative Network in Dublin City Centre following College Green Pedestrianisation



**ACTION:** No change in advance of resolution of College Green Pedestrianisation, post pedestrianisation, amend A Spine routes and routes 71,72,73 and 85.

Like other parts of the city, accessibility to places of education was an issue of general concern. In particular, links from Inchicore to Crumlin Road, Crumlin / Drimnagh to Rathmines and Inchicore to Clondalkin. The link to Coláiste Chilliain on the Old Nangor Road, Clondalkin was re-established as outlined in the West Dublin section above, while the other school links were deemed to be acceptable within the existing proposed network, with most linkages still available with slightly extended walking times, and all still available with one interchange. (4,5)

ACTION: Amendment to Route 60 in Clondalkin.

Respondents in some areas considered the level of bus service proposed in the draft BusConnects network to be insufficient, representing a significant downgrading of the existing services. For Tyrconnell Road and Ashington specifically, both areas are within short walking distances of Spine Routes and Luas /Rail (Pelletstown Rail station will open in 2021). As such, no changes are proposed. In relation to the Skreen Road / Blackhorse Avenue issues, due to the requirement to run a service from Clonsilla Road as highlighted in the North East Dublin section above, these roads will now get a direct service to Dublin City Centre. (1,2,3)

ACTION: New route from Blanchardstown to Dublin City Centre, via Skreen Road / Blackhorse Avenue (Route 37).

The BusConnects team noted the omission of a service covering the Dublin Bus route 53a alignment to Dublin Ferry Port. This route will be replicated in the final BusConnects Network. It was not however, deemed necessary to extend the proposed N2 route further into the Docklands at this time. (7,8)

ACTION: New route from North Dockland to Abbey Street (Route L91).

#### BusConnects Network Changes for Dublin City Centre

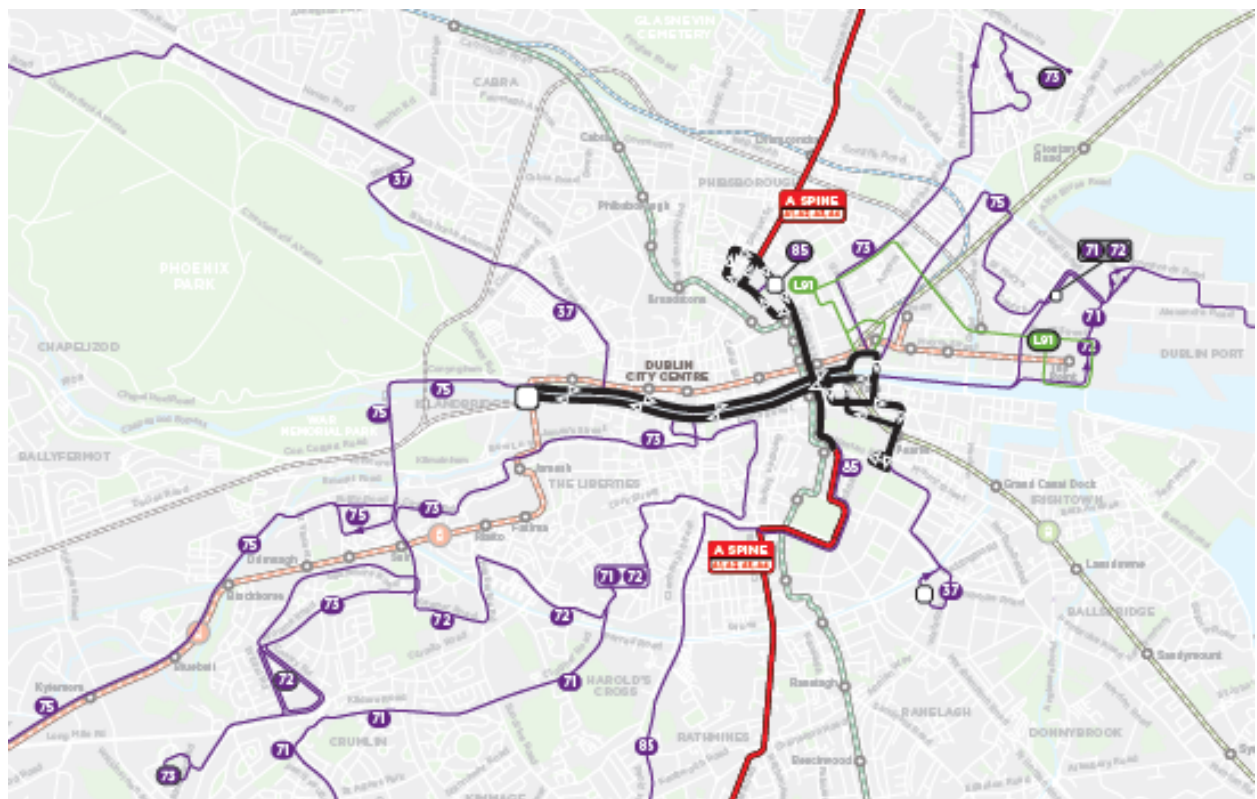
The following BusConnects Network changes have been agreed as an outcome of the 2019 Consultation Process:

- |   |           |                                |                                   |
|---|-----------|--------------------------------|-----------------------------------|
| • | A SPINE - | Whitechurch - Terenure         | route deviation (Dawson Street)*  |
| • | 37 -      | Blanchardstown – Pembroke Road | new route                         |
| • | 71 -      | Tallaght – Docklands           | route deviation (City Quays)*     |
| • | 72        | Drimnagh – Docklands           | route deviation (City Quays)*     |
| • | 73 -      | Marino – Walkinstown           | route deviation (City Quays)*     |
| • | 75        | Rathcoole – Docklands          | route deviation (Old Nangor Road) |
| • | 85 -      | Tallaght – Parnell Square      | route deviation (Dawson Street)   |
| • | L91 -     | Docklands – Abbey Street       | new route                         |

*\*Route Changes will only take place following the implementation of the College Green Pedestrianisation proposals.*

The changes outlined above are illustrated in Figure 4.6.

Figure 4.6: Routes modified in Dublin City Centre





## 5. Conclusion

Consultation, with direct feedback from the public and public representatives, has been central to the BusConnects Network Redesign project from the outset. After three rounds of consultation and tens of thousands of submissions, the network has evolved significantly since the first proposals were published in 2018. The BusConnects team has taken the issues raised both in relation to the network design as a whole, and in terms of area specific concerns, and integrated them, as appropriate, into the Network design.

A full map of the final BusConnects Redesign Network is available on the BusConnects website at [www.busconnects.ie](http://www.busconnects.ie). An implementation plan to deliver the new network, in a number of co-ordinated phases, is being prepared. Appropriate communications will be put in place at all stages to inform and assist in this transition process, which will take place over a number of years.

## **6. Appendices**

Appendix 1 – KPMG Report

Appendix 2 - Breakdown of new route numbers



# National Transport Authority

## BusConnects Dublin - Public Consultation 2019

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July 2020

Final Report

**BUS  
CONNECTS**

TRANSFORMING CITY  
BUS SERVICES

# Important Information

The views referenced in this document represent the preliminary views and analysis of KPMG, which have been prepared based on information currently available. This document has been prepared to assist the NTA. No final views have been reached at this point and the views referenced in this document are subject to change in particular in light of additional information that may come to light in any subsequent involvement of the proposal.

If you are a party other than the NTA, KPMG:

- owes you no duty (whether in contract or in tort or under statute or otherwise) with respect to or in connection with the attached report or any part thereof; and
- will have no liability to you for any loss or damage suffered or costs incurred by you or any other person arising out of or in connection with the provision to you of the attached report or any part thereof, however the loss or damage is caused, including but not limited to, as a result of negligence.

If you are a party other than the NTA and you choose to rely upon the attached report or any part thereof, you do so entirely at your own risk. The responsibility for determining the adequacy or otherwise of our terms of reference is that of the NTA.

Our terms of reference comprise an advisory engagement which is not subject to Irish, or any other, auditing or assurance standards and consequently no conclusions intended to convey assurance are referenced. Further, as our terms of reference do not constitute an audit or review in accordance with Irish auditing standards, they will not necessarily disclose all matters that may be of interest to the NTA or reveal errors or irregularities, if any, in the underlying information.

In preparing this report, we have had access to information provided by the NTA and publically available information. The findings and recommendations in this report are given in good faith but, in the preparation of this report, we have relied upon and assumed, without independent verification, the accuracy, reliability and completeness of the information made available to us in the course of our work, and have not sought to establish the reliability of the information by reference to other evidence.

Any findings or recommendations contained within this report are based upon our reasonable professional judgement based on the information that is available from the sources indicated. Should the project elements, external factors and assumptions change then the findings and recommendations contained in this report may no longer be appropriate. Accordingly, we do not confirm, underwrite or guarantee that the outcomes referred to in this report will be achieved.

We have not complied, examined or applied other procedures to any prospective financial information in accordance with Irish, or any other, auditing or assurance standards. Accordingly, this report does not constitute an expression of opinion as to whether any forecast or projection of the project will be achieved, or whether assumptions underlying any forecast or projections of the project are reasonable. We do not warrant or guarantee any statement in this report as to the future prospects of the project. There will usually be differences between forecast or projected and actual results, because events and circumstances frequently do not occur as expected or predicted, and those differences may be material.

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# 1. Methodology and Approach

# 1. METHODOLOGY AND APPROACH

## Background

In 2019 the NTA undertook a second series of consultation exercises in relation to its revised proposals for BusConnects Dublin Area Bus Network Redesign.

Similar to the first series of consultations, this series included an online survey and a number of public consultation workshops as well as receiving emails, postal correspondence and petitions.

The NTA received over 11,000 submissions as part of the consultation process and undertook a detailed review of submissions to highlight key issues and to identify route suggestions and ideas.

The NTA subsequently appointed KPMG to quantify the volume of submissions and to review and categorise the qualitative consultation responses from the submissions to facilitate additional analysis and interpretation.

## Review of Consultation Submissions

The approach to the review of submissions is set out in the following sections including details on the volume of submissions.

## Pilot Study

KPMG undertook an initial analysis of a random sample of 200 submissions to identify the key themes emerging from the qualitative comments.

These findings were subsequently discussed and agreed with the NTA, and it was also agreed that irrelevant, inappropriate or inconsequential comments would not be considered e.g. complaints on current bus provision; offensive comments; comments not directly related to BusConnects Dublin proposals.

## Themes

Table 1 outlines the 10 themes agreed with the NTA. Appendix A contains further details on the agreed themes.

*Table 1 Themes*

Theme Title
❖ General Comments / Suggestions
❖ Proposed Network will Add Inconvenience
❖ Accessibility Issues (Elderly, People with Disabilities, General Safety)
❖ Infrastructure Issues (incl. Core Bus Corridor (CBC) issues)
❖ Access to the Airport
❖ Access to the City Centre
❖ Access to Schools and Colleges
❖ Access to Hospitals
❖ Capacity of Bus Service
❖ Issues with Interchange



# 1. METHODOLOGY AND APPROACH contd.

## Submissions Received

The submissions received from the NTA took four main forms:

- Qualitative data from an online survey relating to an open ended question – “Do you have any comments or observations you wish to make?”
- Email correspondence.
- Postal correspondence and petitions.
- Submissions from consultation roadshows.

All four forms contained open-ended comments with no limitations to format and content, and with no word restrictions.

## Database and Data Coding

An excel database was developed to log all individual submissions and to allocate each a unique identifier (UID), and to capture the following data:

- Respondent location (where stated by the respondent against 148 Dublin areas; these were pre-defined Dublin districts as per the online survey).
- Relevant bus route(s) (as and where stated by the respondent).
- Relevant themes as per the open-ended respondents’ comments.

## Data Coding

All submissions were read, interpreted and coded against the pre-agreed themes. Approximately 11% of submissions were not coded for one of the following reasons:

- Respondents did not provide additional comments. The majority of these instances occurred with the online survey, where respondents provided details on bus routes but no other additional comments, or indicated they had no other comments to make.
- Responses clearly contained non-applicable comments such as comments relating to existing bus routes only e.g. complaints that a specific bus did not appear today.
- Responses contained inappropriate comments.
- Responses were email submissions which contained no details and/or omitted an attachment file.

Reasonable endeavours were made to ensure consistency, accuracy and reliability in the application of themes.

Table 2 sets out an overview of submissions received and illustrates that almost 10,000 were coded against the pre-agreed themes.

*Table 2 Overview of Submissions Received and Coded*

Submissions	Received	Coded
<b>TOTAL</b>	<b>11,036</b>	<b>9,825</b>

# 1. METHODOLOGY AND APPROACH contd.

## Factors Regarding Submissions

It is useful to highlight the following factors regarding submissions.

### *Volume and Scale*

The volume of submissions was large at over 11,000, and in addition, the range and scale of submissions varied from brief one liners to detailed submissions over several pages. This, in part, reflected that submissions were made in relation to people's views and comments on the proposed changes to bus routes and explicitly were not in response to a question or series of questions. This meant that respondents' comments were open-ended i.e. they could write whatever they wanted in their own words without any structure imposed e.g. no word limits, or restrictions to their views and comments.

### *Interpretation*

Some respondents were fairly succinct and clear in presenting their views while others were less concise and such submissions could contain a degree of ambiguity. Similarly, some respondents were fairly exact in their responses especially in relation to highlighting concerns and/or making suggestions but others were less precise. In many cases, respondents' comments included multiple themes, rather than one distinct theme.

## Analysis of Findings

Following the coding of all submissions, it was agreed with the NTA to map the 148 pre-defined Dublin districts to 31 BusConnects Dublin consultation locations.

This was because the number of respondents by the 148 areas varied from 1 to over 600, and, in addition, a notable proportion of areas had less than 20 respondents.

- Therefore, mapping the 148 relevant areas to the 31 BusConnects Dublin consultation areas facilitated more meaningful analysis.

## Reporting

The charts overleaf set out the key findings on respondents' submissions. Note that the charts quantify the percentage of respondents in each area whose submission included that theme, based on a thematic analysis of their submissions.

Information is provided on the following:

- The communities which incorporate the specific area.
- The number of submissions from the area and the number which contained comments which could be coded.
- The most frequently referenced current and future bus routes. Note that not all respondents referenced a specific current and/or specific future bus route in their comments. Bus routes are listed as stated by respondents.
- The top three themes and, if applicable, some general comments which are reflective of some local area issues.

In relation to general comments, these are based on a knowledge of the responses and explicitly are not based on additional secondary coding within a theme. Hence, it is possible in some cases to indicate specific area based comments on some of the key issues within an area but it is not possible, based on the thematic analysis undertaken, to quantify the percentage of respondents associated with these comments. In some cases these general observations are apparent as they are made by a large number of respondents and/or where specific statements suggest a focused issue-based campaign among respondents.

# 1. METHODOLOGY AND APPROACH contd.

## Reporting (contd.)

- Examples of specific route suggestions or specific route requests from respondents for consideration by NTA.
- Other potentially salient points as made by respondents which NTA may need to investigate further, for example, perceived impossible route designs.

In relation to suggestions, requests and other potential points, the volume and scale of submissions, the open-ended nature of respondents' comments and their ability to present clear and unambiguous commentary means that it is possible that not every suggestion, request and salient point made by respondents has been captured. In addition, no assessment has been applied to these requests, suggestions, or salient points i.e. they are presented without any judgement on their feasibility or validity for consideration by NTA.

## Notes on the Data

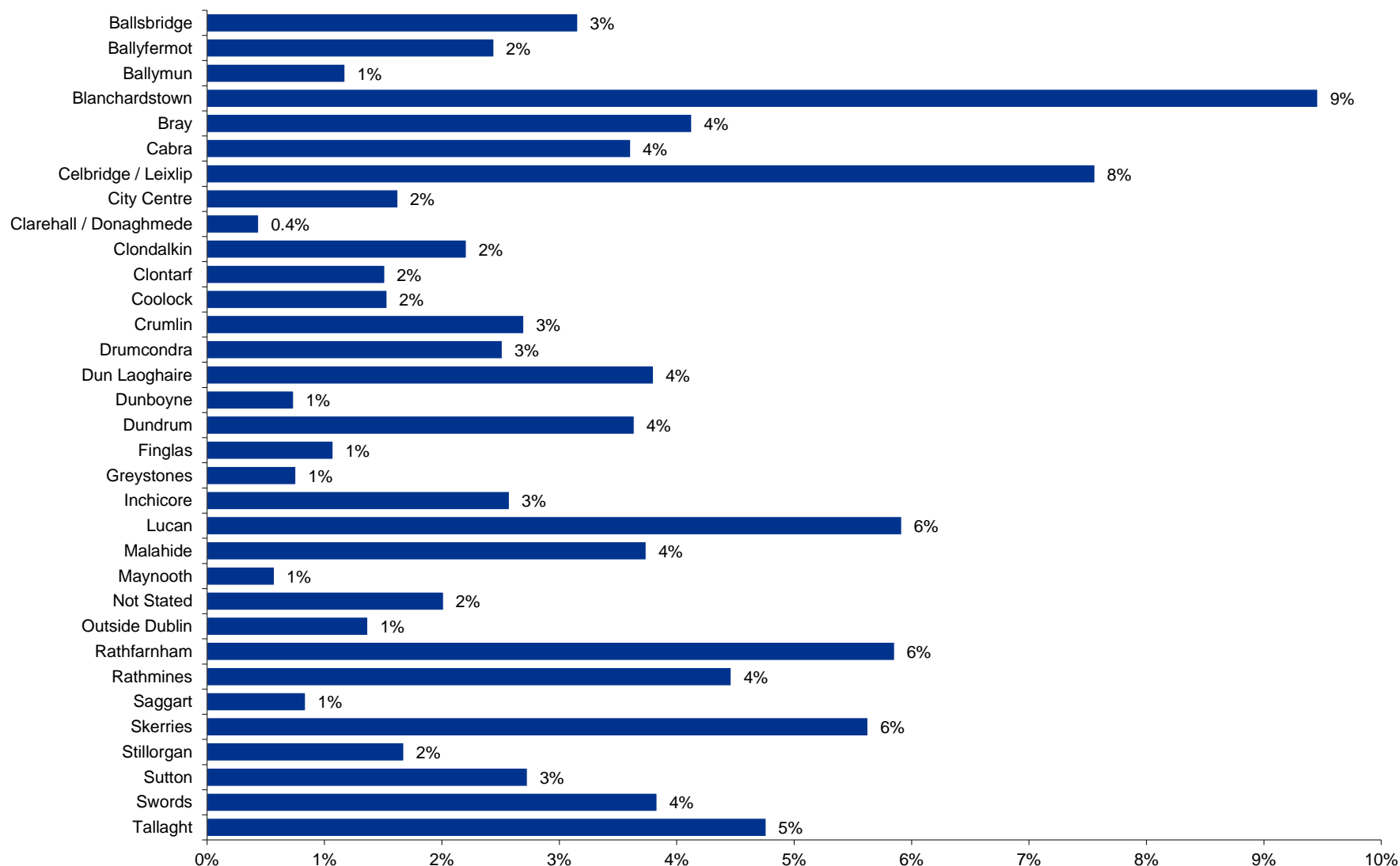
The following should be considered in relation to the findings contained in this report:

- Consultation findings are the comments and views of respondents and we cannot verify their factual accuracy.
- Findings are presented on the basis of respondents' geographical location i.e. findings represent what respondents in the area included in their responses.
- Percentages will sum to more than 100 for all thematic analysis as respondents' submissions could contain more than one theme.
- The number of respondents identified from some areas is low relative to other areas. The individual sections by location indicate the number of coded submissions from that location.

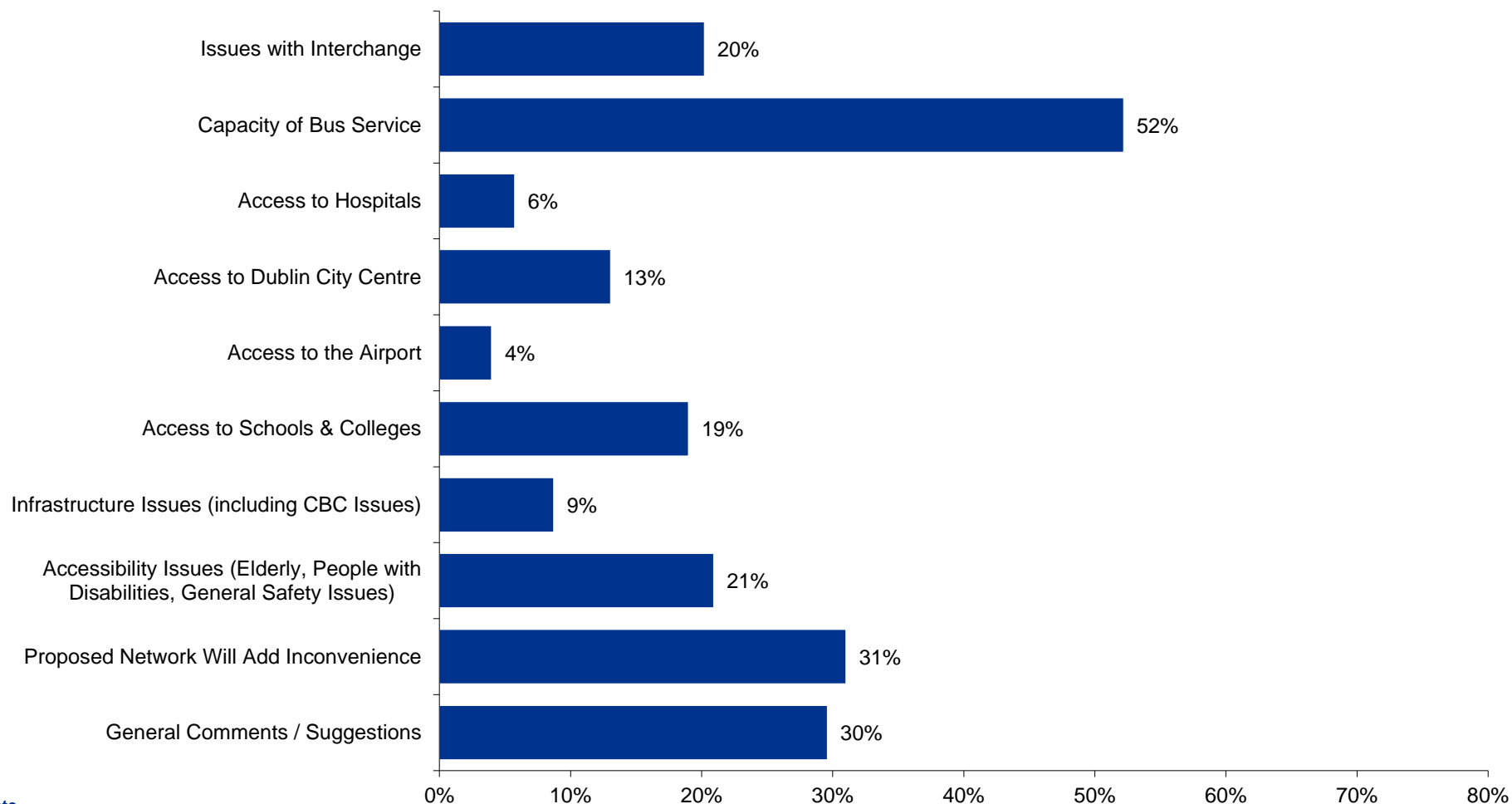


## 2. Respondents by Location and All Themes

# % OF RESPONDENTS BY LOCATION



# THEMES IDENTIFIED -ALL LOCATIONS



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

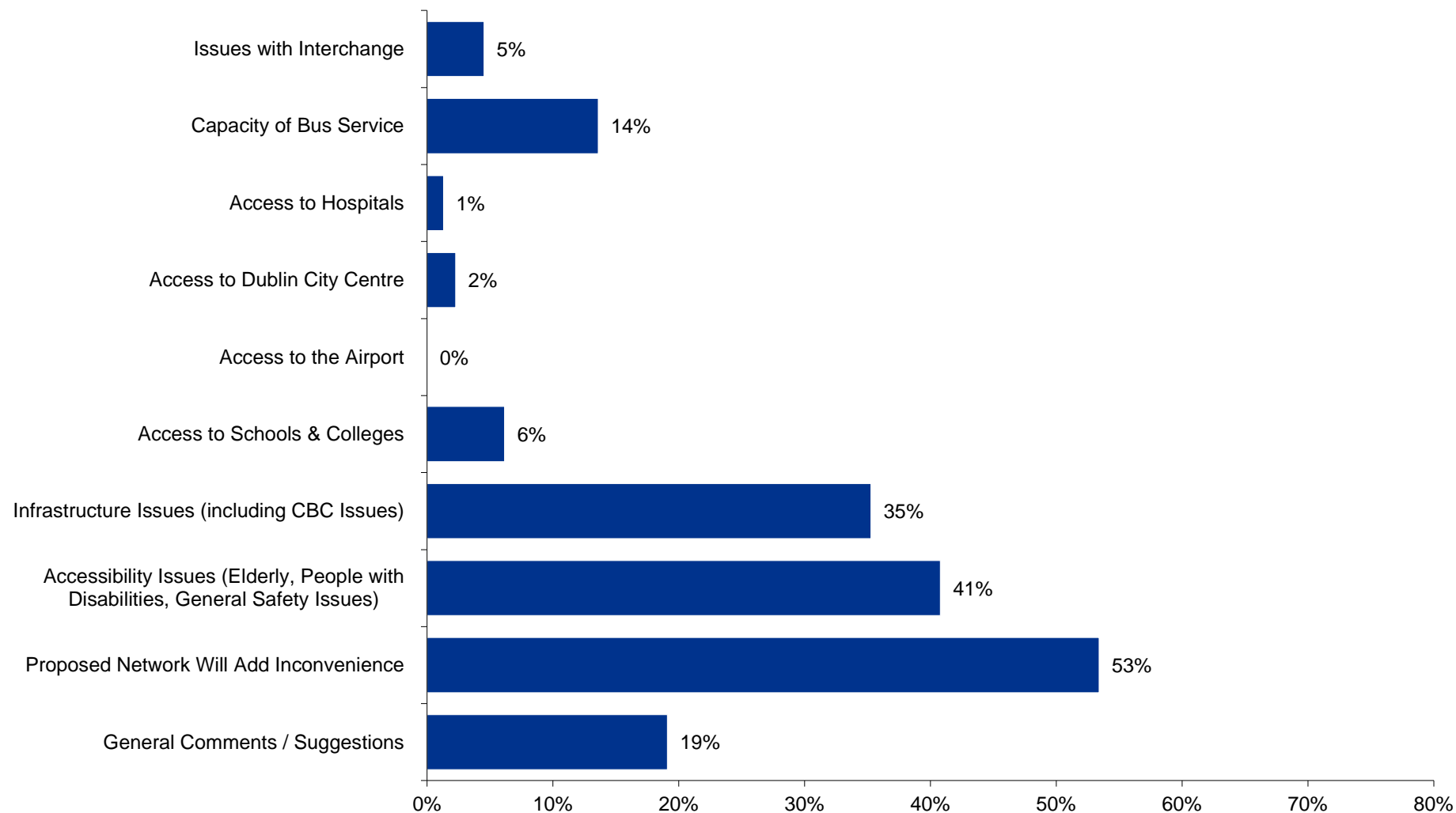
# OVERALL TRENDS

- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) General comments and suggestions.
- Examples of general feedback comments included:
  - Concerns that bus renumbering would be confusing and/or was of no perceived benefit.
  - Concerns that route changes would result in increased travel costs.
  - Concerns that waiting times at interchanges and/or capacity constraints on some routes would mean the 90 minute ticket would expire before the end of the journey.
  - Requests for a greater focus on cycling such as cycle lanes and secure lockers for bikes at some bus stops/interchanges.
  - Objections to felling of trees to facilitate bus routes and bus lanes.
- The most frequently referenced current bus routes were the 15a, 66/a and 145.
- The most frequently referenced proposed bus routes were the B spine, B4 and D4.
- The highest percentage of responses were from Blanchardstown, Celbridge/Leixlip, Lucan, Rathfarnham and Skerries.
- The lowest percentage of responses were from Clarehall / Donaghmede.



# 3. Findings by BusConnects Dublin Consultation Locations





## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# BALLSBRIDGE

- This area covers the communities of Ballsbridge, Sandymount, Ringsend, Irishtown, Booterstown and Donnybrook.
- There were 336 submissions from the Ballsbridge catchment area, of which 309 respondents made additional comments.
- The most frequently referenced current bus routes were the 1, 14 and 39a.
- The most frequently referenced proposed bus routes were all the B spine routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Additional inconvenience.
  - 2) Accessibility issues.
  - 3) Infrastructure issues.
- Specific local area issues included:
  - Concerns on the concentration of bus routes in this area and associated congestion and safety concerns.
  - Objections to the routing of the B spine through Upper Baggot Street/Pembroke Road.
  - Objections to a bus corridor on Nutley Lane and routing of buses on Nutley Avenue and Nutley Road.
  - Concerns on the volume of buses using Seafort Avenue, Dromard Terrace and Marine Drive.
  - General requests for a greater focus on cycling and cycling lanes.

# BALLSBRIDGE

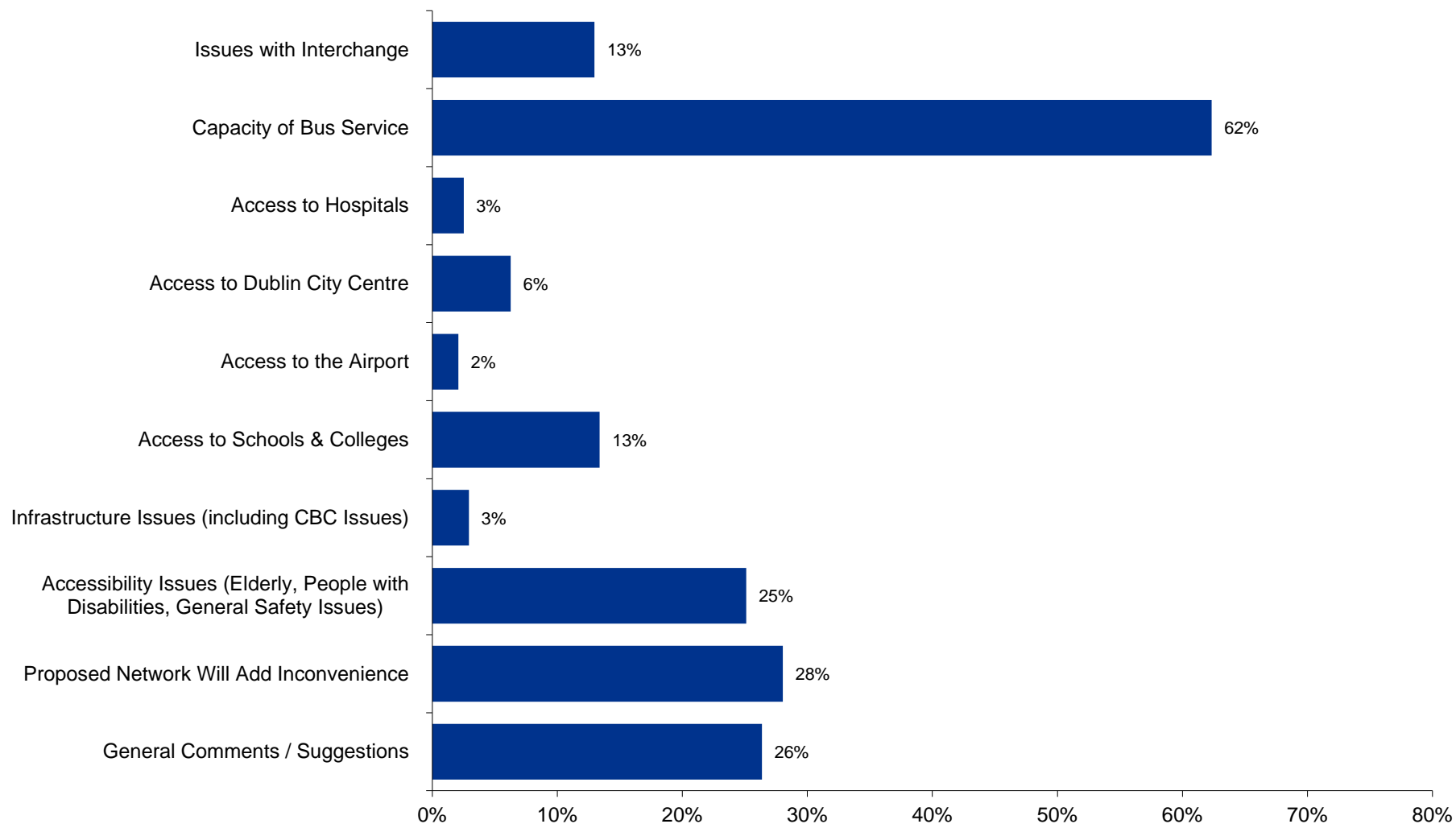
➤ Route suggestions or route requests from respondents included:

- Commence some buses on the 46A and 145 routes (E2 and E1) at peak times at UCD.
- Detour some or all of routes 322,326,327,328 – which go to UCD using Merrion Road, Ballsbridge onto Morehampton Road.
- Direct service from Donnybrook to Dun Laoghaire.
- Direct service from Donnybrook to Heuston Station.
- Direct service from Heuston Station to UCD.
- Direct service from Sandymount to Rathgar and Stillorgan.
- Extend the 213 to Stillorgan.
- Extend the C1/C2 routes beyond St John's Church in Sandymount to UCD. C1/C2 to join the B Spine at Merrion.
- Move S6 terminus from Blackrock to Booterstown.
- Reroute B spine along Northumberland Rd, Mount Street or Lesson Street or Morehampton Road.
- Orbital route from Ringsend towards Rathmines and Crumlin.

➤ Additional comments or queries included:

- Route map query: map for the Ballsbridge area - shows Bus O going along Haddington Road (on the north side of the canal) which is incorrect and the road is Clanewilliam Place/Herbert Place.

# BALLYFERMOT



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# BALLYFERMOT

- This area covers the communities of Ballyfermot, Chapelizod, Palmerstown, Park West, Neilstown, Ronanstown and Balgaddy.
- There were 274 submissions from the Ballyfermot catchment area, of which 239 respondents made additional comments.
- The most frequently referenced proposed bus routes were the 26, 66/a and the 79/a.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) General comments and suggestions.
- Specific local area issues included:
  - Concerns on the loss of the 79/a.
  - Concerns that buses were at insufficient frequency and would be full to capacity as they progressed from outlying towns/locations.

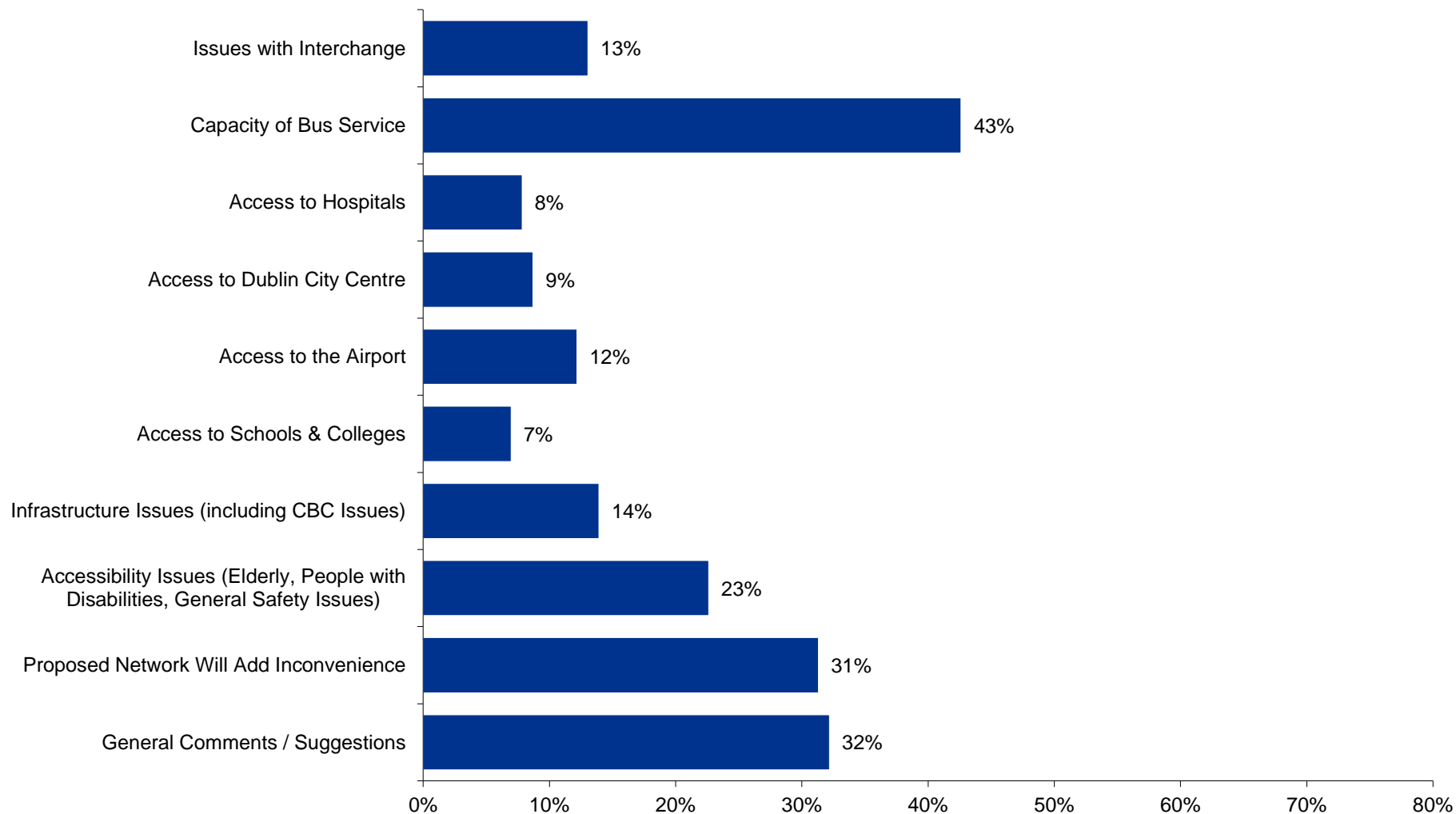
# BALLYFERMOT

➤ Route suggestions or route requests from respondents included:

- Bus route on Landen Road in Ballyfermot.
- Bus starting from the West County Hotel to service Chapelizod.
- Direct route from Ballyfermot to Heuston Station.
- Direct route from Palmerstown to Merrion Square.
- Direct route from South (Park West) to North (Rosemount Business Park) Ballycoolin Road.
- Direct routes to Riverforest and Leixlip from Palmerstown.
- G1 to service Spiddal Park; 95 to continue from Spiddal Park via Blackditch Road and Ballyfermot Road to the 18 terminus in Palmerstown; or provide a local service from Sarsfield Road via route 79 to Spiddal Park and then Blackditch Road to 18 terminus in Palmerstown.
- More services for Chapelizod.
- Peak-only route from Liffey Valley to Spencer Dock via the Quays
- Reroute one Ballyfermot bus to use John's Road and Con Colbert rather than Inchicore.
- Revert the route back to Cherry Orchard Drive in and around Claddagh and Oranmore Spiddal Roads.
- Route 323 to run from Merrion Square to Confey College in Leixlip
- Route from Ballyfermot to Clondalkin.
- Route to Liffey Valley via Crumlin and Park West.

➤ Additional comments or queries included:

- Route design query on the proposed service 14 (replacing service 26) into Palmerstown Village and suggested a design flaw, highlighting that there is no right turn into the Village from the R148/N4 at Terry Shaw's/Applegreen station.



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Ballymun, Poppintree, and the Airport.
- There were 136 submissions from the Ballymun catchment area, of which 115 respondents made additional comments.
- The most frequently referenced current bus routes were the 1,4,13,16 and 17a.
- Few respondents referenced specific proposed bus routes
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network.
  - 1) Capacity of bus service
  - 2) General Comments and suggestions.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Concerns on loss of services.
  - Concerns proposed plans did not account for population growth in Northwood Santry.



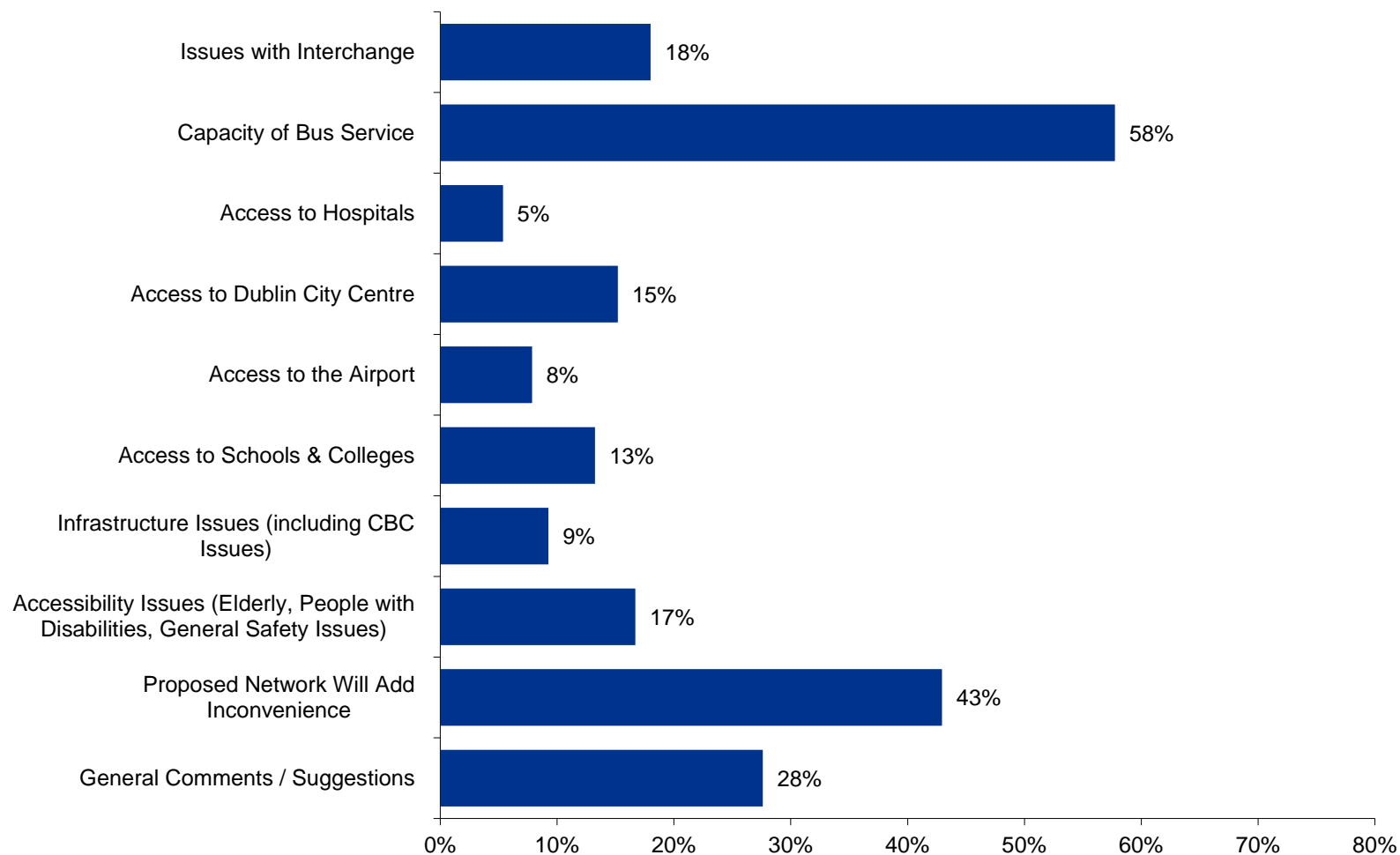
➤ Route suggestions or route requests from respondents included:

- Commence the A1 at Woodlawn
- Extend D4 route to serve Swords Road and Coolock Lane.
- Reroute the A1 from the 27b terminus on Ballyshannon Avenue to Hospital onto Beaumont Road, and avoid Lorcan.
- Reroute E2 from Charlestown to the Ballymun Road via Balbutcher Lane South.
- Route E3 from St. Pappin's Green to UCD.
- Route from Ballymun to Airport
- Route from Ballymun to Swords
- Route from Charlestown, down through Poppintree, Balbutcher Lane, Sillogue Road, cross the main road and pass the Travelodge, down Shangan Road, back up to the main dual carriageway, down Santry Lane to Omni.
- Route from Coolock to Woodlawn and direct to city centre via motorway.
- Route from Ikea to Dublin Airport.
- Route from Northwood to city centre
- Route from Poppintree Park Lane/ Balbutcher Drive to City Centre
- Route from Santry to Coolock
- Route from Santry/ Whitehall/ Glasnevin to Clontarf/ Howth.

➤ Additional comments or queries included:

- Route design query: road layout on Delville Road and Glasnevin Drive (junction of Glasnevin Avenue and St Pappin's Road) can not facilitate proposed bus routes.

# BLANCHARDSTOWN



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# BLANCHARDSTOWN

- This area covers the communities of Blanchardstown, Littlepace and Castleknock.
- There were 987 submissions from the Blanchardstown catchment area, of which 926 respondents made additional comments.
- The most frequently referenced current bus routes were the 39, 40e and 70.
- The most frequently referenced proposed bus routes were the B spine routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) General comments and suggestions.
- Specific local area issues included:
  - Lack of connectivity for Hollystown, Tyrellstown, Clonsilla Road, Littlepace, Blanchardstown Village, Clonee, Dunboyne, Mulhuddart, Carpenterstown and Ashington.
  - Objections to a bus gate at Huntstown Wood.
  - Concerns over a bus hub at Blanchardstown Shopping Centre; alternative suggestions included the West End, Navan Road Racecourse, Hansfield or Dunboyne Train Station.
  - Concerns over congestion on the Navan Road.

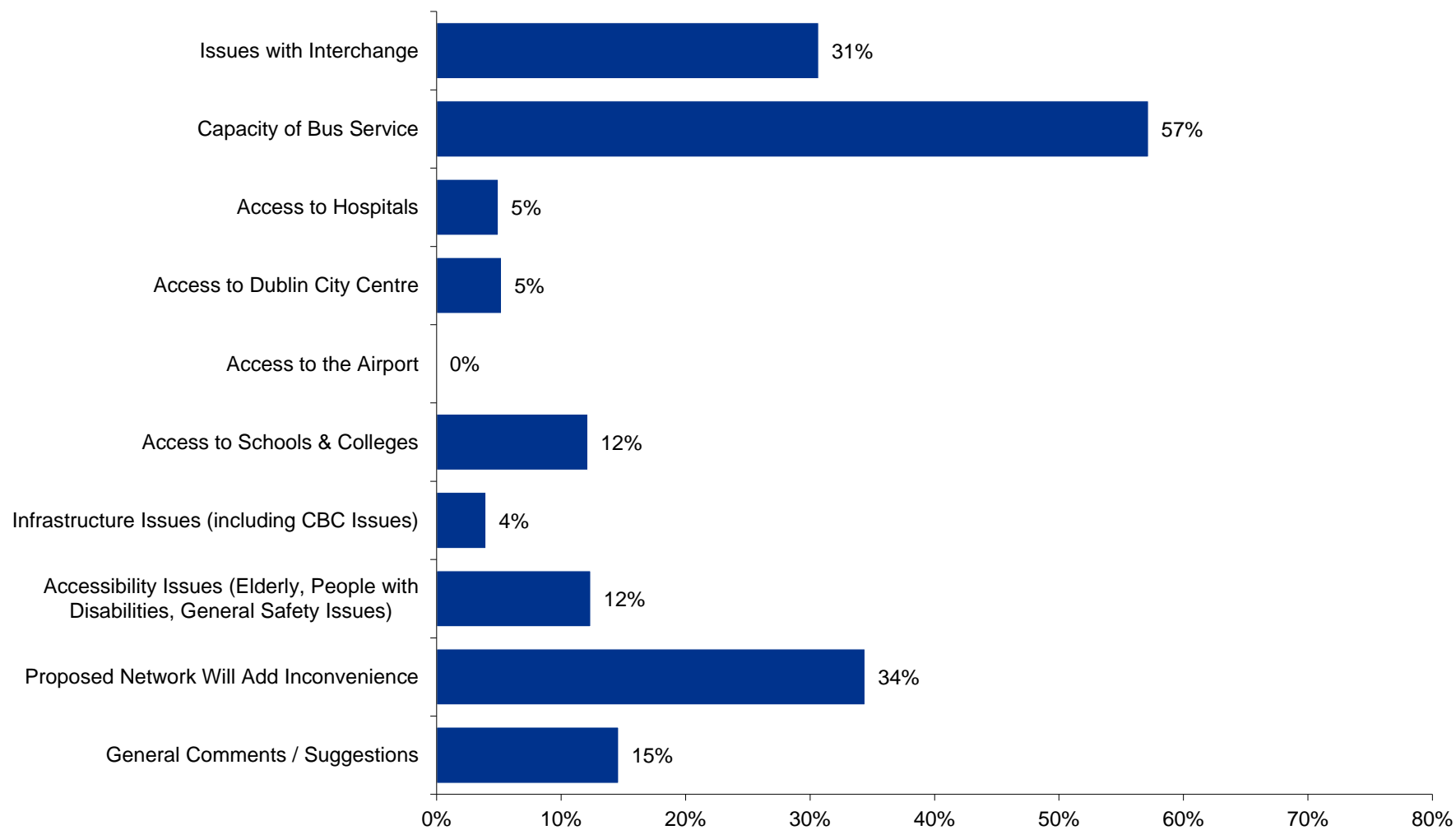
# BLANCHARDSTOWN

➤ Route suggestions or route requests from respondents included:

- Direct service from West Dublin to Dublin Airport.
- Direct service from Hollystown to City Centre.
- Direct service from Littlepace to City Centre.
- Direct service from Carpenterstown to City Centre.
- Direct service from Dunboyne to City Centre, via Clonee.
- Direct service from Coolmine to City Centre, via Clonsilla Road.
- Direct service from Mulhuddart to City Centre.
- Direct service from Ashington to City Centre.
- Direct service from Blanchardstown Village to City Centre, via Navan Road.
- Direct service from Blanchardstown to Heuston Station.
- Direct service from Blanchardstown to Swords.
- Direct service from Blanchardstown to Broombridge Luas.
- Service provision to Anovo Nursing Home in Swords.
- Service provision to Kribensis Manor.
- Service provision to Bracetown Business Park and Damastown Industrial Park.
- Termination of route 35 at Navan Road Parkway.
- Introduction of bus lanes on Navan Road and at Blanchardstown Shopping Centre.
- Alternative bus hub to Blanchardstown Shopping Centre - suggestions including the West End, Navan Road Racecourse, Hansfield or Dunboyne Train Station.

➤ Additional comments or queries included:

- Route design query: Proposed 264 is blocked by a wall between Littlepace Road and a Church.

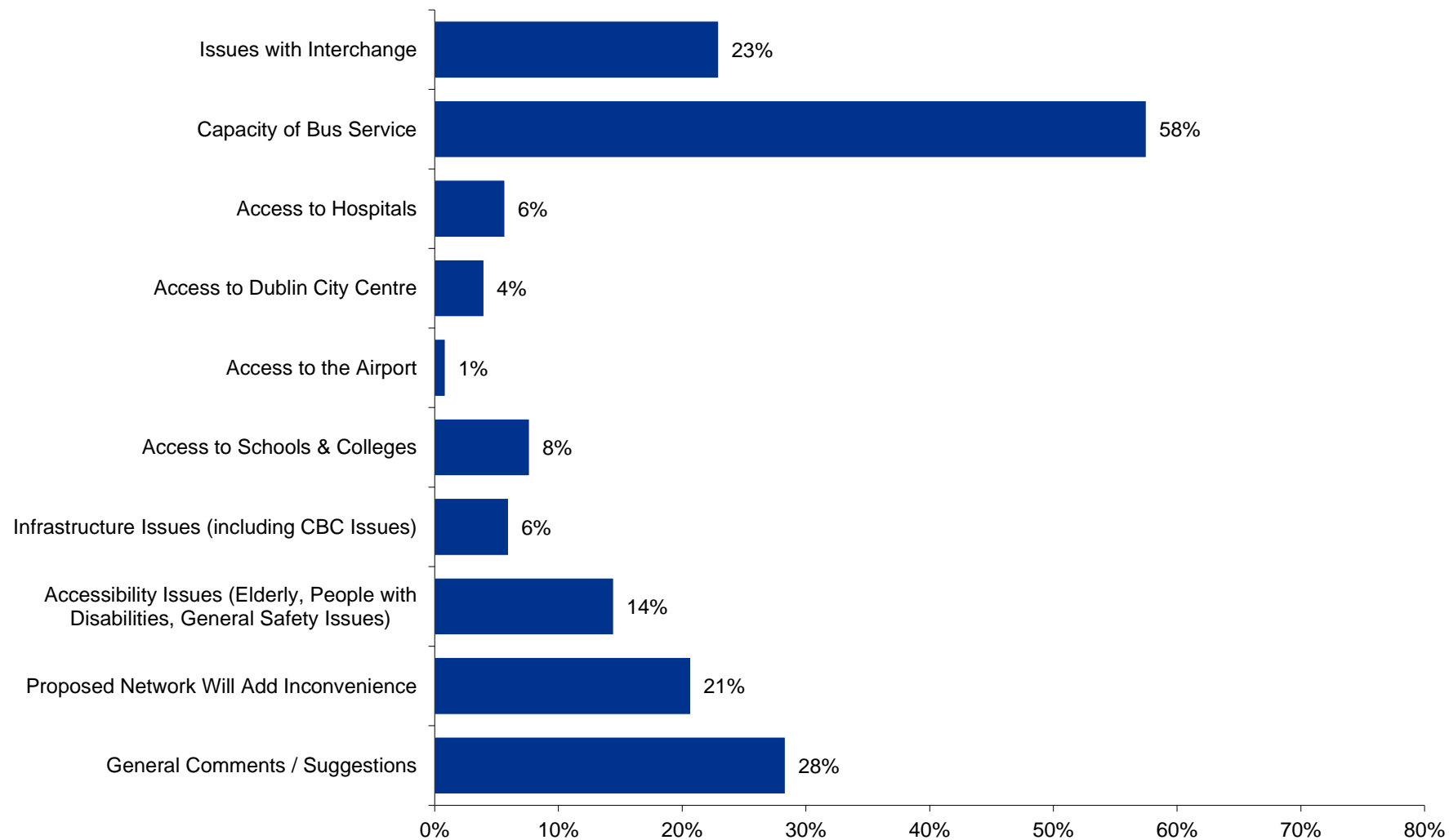
**Note**

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Bray and Enniskerry.
- There were 443 submissions from the Bray catchment area, of which 404 respondents made additional comments.
- The most frequently referenced current bus routes were the 84x, 145 and 185.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) Issues with interchange.
- Specific local area issues included:
  - Concerns on loss of services and specifically changes to route 145.
  - Concerns on removal of a direct link to Heuston Station.
  - Concerns on access to UCD.

➤ Route suggestions or route requests from respondents included:

- Add Enniskerry to the 63 route
- Commence a service at Loughlinstown Hospital roundabout
- Extend E1 bus spine to Ballywaltrim
- Extend E1 to Kilmacanogue
- Extend route 215 to Monastery
- Extend route 301 closer to Eden Quay
- Extend routes to Rathmichael (Ferndale) area
- Maintain a service between Ballywaltrim and Heuston Station / city centre / UCD
- Orbital route to link Bray / Sandyford / Cherrywood / Shankill / Dundrum / Tallaght
- Request for a bus to travel down the M50
- Route from Bray to Sandyford, Bride's Glen, Cherrywood (Luas and DART connections)
- Route from Bray to Shankill DART station.
- Route from Bray to St Vincent's / St James' Hospitals.
- Route from Newtownmountkenedy to Dun Laoghaire.

**Note**

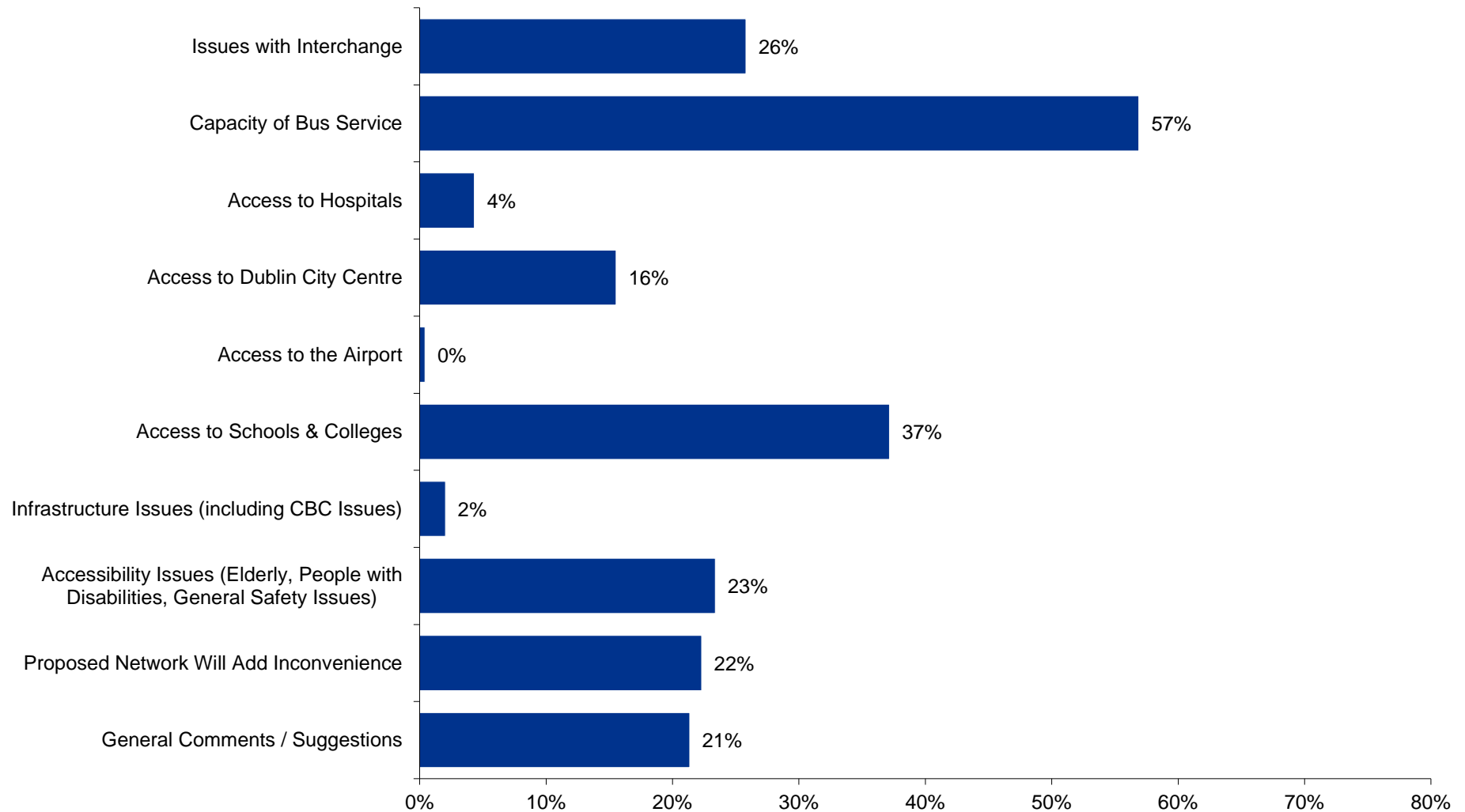
Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.



- This area covers the communities of Cabra, Ashtown, Stoneybatter, Broadstone and Ashington.
- There were 426 submissions from the Cabra catchment area, of which 353 respondents made additional comments.
- The most frequently referenced current bus routes were the 39a, 120 and 122.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Issues with interchange.

➤ Route suggestions or route requests from respondents included:

- Extend 272 from Broombridge to Ashington
- Extend a bus route to include Oxmantown Road
- Extend route 36 to include Rathborne Park
- Maintain orbital routes in Chapelizod, Phoenix Park, Castleknock, Ashtown, Rathborne, Royal Canal Park and the south of Finglas areas
- Request there be No Entry to St Josephs' Road from Aughrim Street
- Route connecting B spine and C spine from Ashtown
- Route from Ashtown to Arran Quay
- Route from Ashtown to Blanchardstown
- Route from Ashtown to Broombridge
- Route from Ashtown to local hospitals
- Route from Ashtown to Lucan village
- Route from Ashtown to Skreen road via Blackhorse Avenue to city centre
- Route from Ashtown to Stoney Batter
- Route from Ashtown to the South Side
- Route from Pelletstown to Broombridge Luas
- Service provision to AnovoCare Nursing Home, Swords.



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# CELBRIDGE / LEIXLIP

- This area covers the communities of Celbridge and Leixlip.
- There were 875 submissions from the Celbridge/Leixlip catchment area, of which 740 respondents made additional comments.
- The most frequently referenced current bus routes were the 66/a, 66b and 66x.
- The most frequently referenced proposed bus routes were the C3, C4 and W8.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of the bus service.
  - 2) Access to schools and colleges.
  - 3) Issues with interchange.
- Specific local area issues included:
  - Access to Confey College, Leixlip.

# CELBRIDGE / LEIXLIP

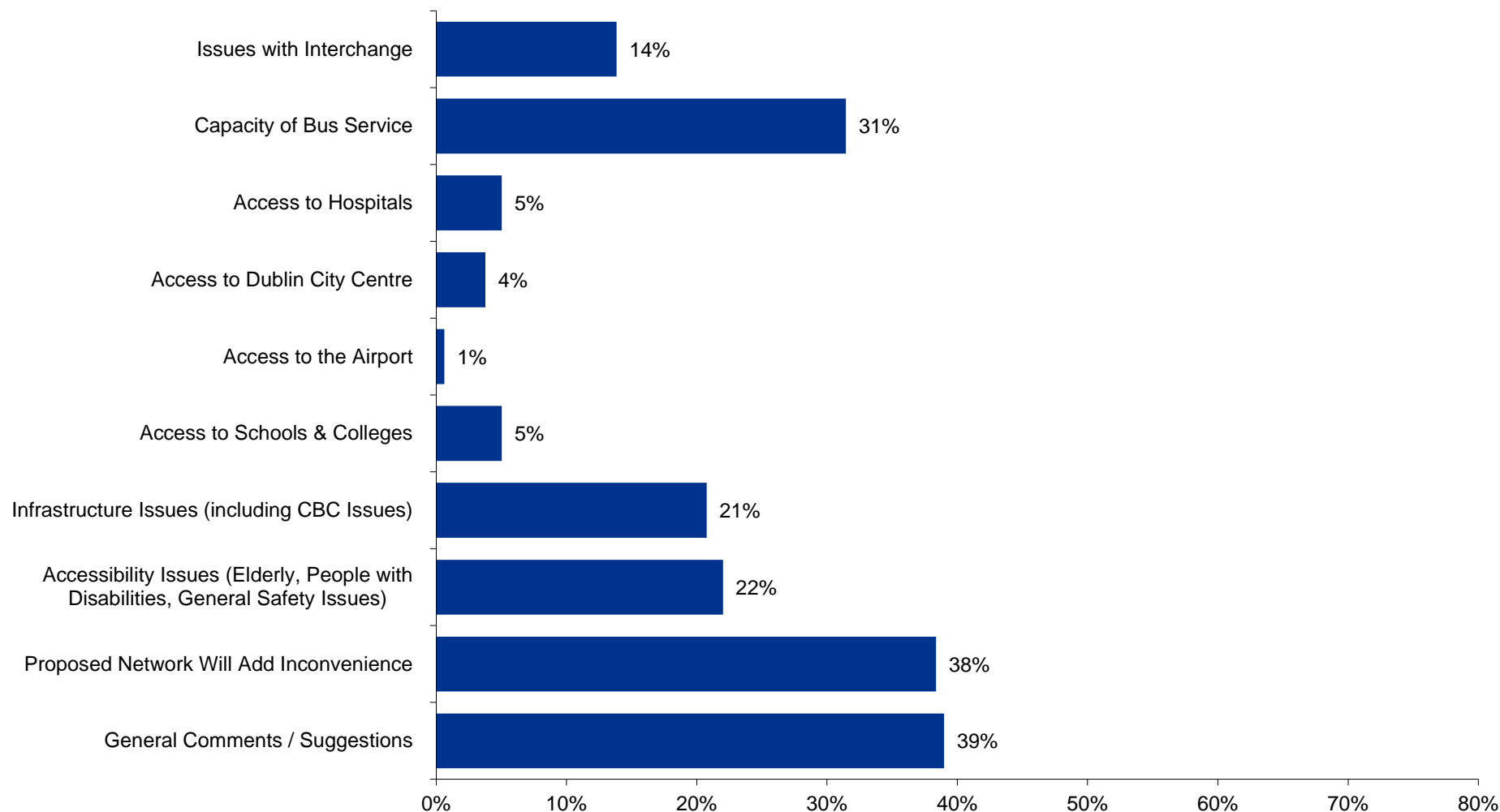
➤ Route suggestions or route requests from respondents included:

- 323 to run both ways from Merrion Square to Leixlip Confey.
- 327/8 routes should bypass the City Centre and finish at UCD.
- Direct route from Celbridge to Dunboyne.
- Direct route from Celbridge to Leixlip.
- Direct route from Leixlip to City Centre, Liffey Valley and Blanchardstown.
- Direct route from Kilmacreddock end of Leixlip to City Centre.
- Extend route 258 to terminate at Hazelhatch railway and so link two lines and two Spines via Join us Cross and Loughlinstown Road
- Extend the route from Confey to Castletown in Leixlip to either Hazelhatch or Maynooth.
- Increase 356 services at peak-times to cater for not just Newcastle residents but also passengers who would interchange to it from the W8.
- Increase the number of direct buses from Lucan to Riverforest at peak times.
- Introduce a C5 that would run to Celbridge Salesians, like the current C4, but would continue on to areas of Leixlip (Glen Easton, where it would terminate).
- Introduce a local or western orbital that connects Celbridge with Blanchardstown or at the very least, prioritise making journeys to key destinations in Blanchardstown (TU Dublin Campus, NAC, Ballycoolin, James Connolly Memorial Hospital, etc.) possible from Celbridge on fewer than 3 buses.
- Reroute the 259 to serve Intel, Leixlip Amenities and Louisa Bridge (in conjunction with rerouting the C3 along the route of the current 66e to serve the needs of the Gleneaston/ Green Lane area of Leixlip).

➤ Route suggestions or route requests from respondents included (contd):

- Route from Celbridge to Liffey Valley.
- Route from Easton area to Dublin City Centre.
- Route from Hewlett Packard Site via River Forest to City Centre.
- Route from Leixlip to Tallaght.
- Route from Straffan to Celbridge.
- Route from Straffan to Maynooth.
- Route from the west of Celbridge to Maynooth.
- Route servicing Captains Hill.
- Serve Lucan by a supplementary local bus service that terminates at Liffey Valley or a secondary radial route (rather than routing the C4 through Lucan).
- W8 bus to turn into Willowbrook road continuing onto Shackleton road heading West, and then turning onto Church Road or Clane Road as it heads to Celbridge village and onto Tallaght.
- W8 should take the route Maynooth Celbridge - Hazelhatch and Celbridge Station - Newcastle - Saggart - City West Tallaght.

# CITY CENTRE



## Note

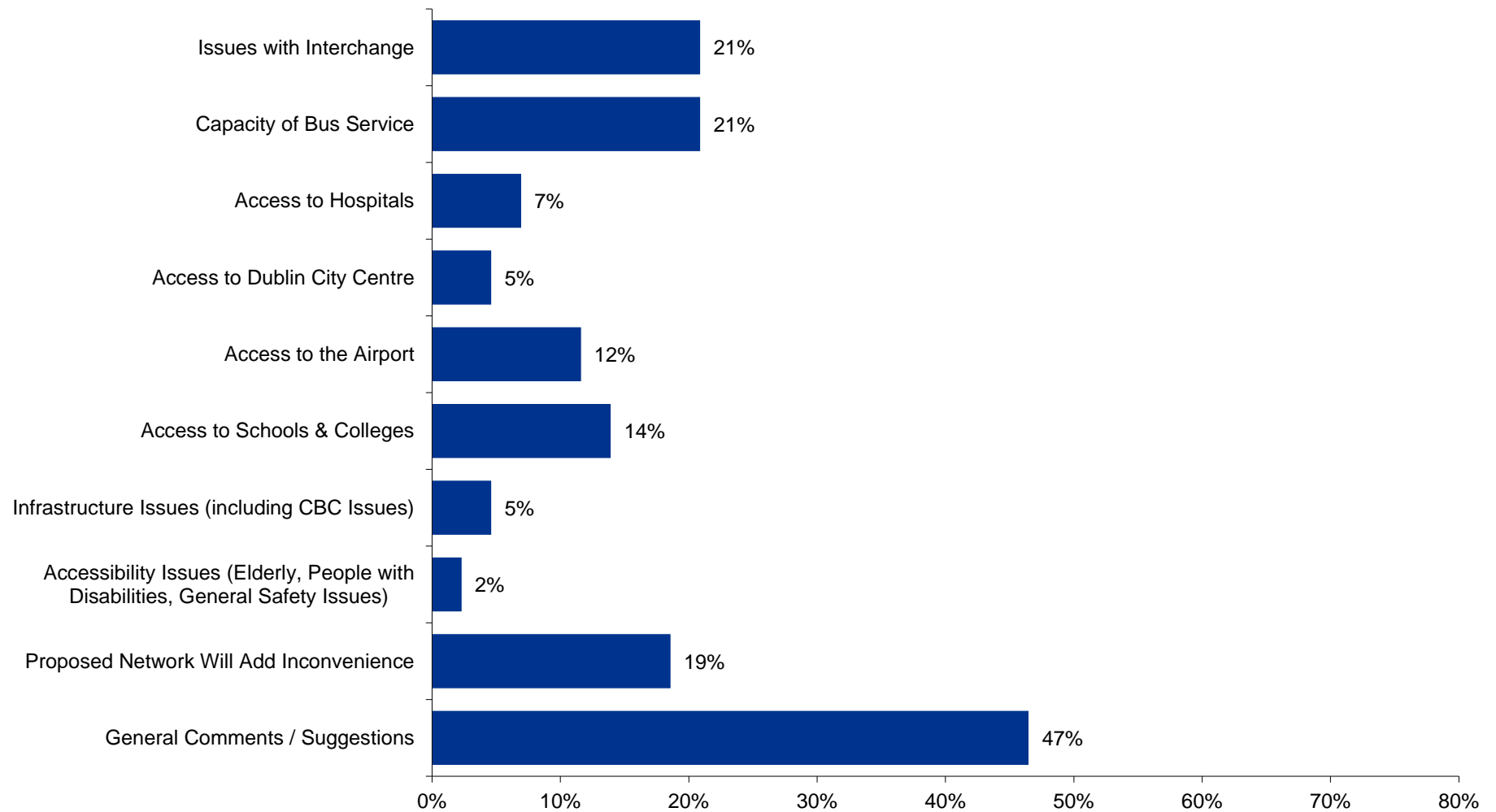
Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# CITY CENTRE

- This area covers the communities of Christchurch, Dolphin's Barn, Dublin City North, Dublin City South, East Wall and North Strand.
- There were 182 submissions from the City Centre catchment area, of which 159 respondents made additional comments.
- The most frequently referenced proposed bus routes were the 7, 27 and 79/a.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) General comments and suggestions.
  - 2) Additional inconvenience.
  - 3) Capacity of bus service.
- Specific local area issues included:
  - Concerns on the impact of the proposed volume of buses through Mountjoy Square.
- Route suggestions or route requests from respondents included:
  - Direct route from East Wall to City Centre.
  - Direct route from Leixlip to North Dublin.
  - Direct service from city centre to Riverston and Ashington.
  - Extend the proposed W4 route from Tallaght to Blanchardstown onto the Airport and then Clongriffin.
  - Route from city centre to Blackglen Road.
  - Route from Clondalkin to Blackrock.



# CLAREHALL / DONAGHMEDE



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# CLAREHALL / DONAGHMEDE

- This area covers the communities of Clarehall, Clongriffin, Belmayne, Darndale, Donaghmede, Coolock, Artane, and Beaumont.
- There were 58 submissions from the Clarehall / Donaghmede catchment area, of which 43 respondents made additional comments.
- The most frequently referenced current bus routes were 15, 17a, 29a and the 43.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) General comments and suggestions.
  - 2) Capacity of bus service and issues with interchange.

# CLAREHALL / DONAGHMEDE

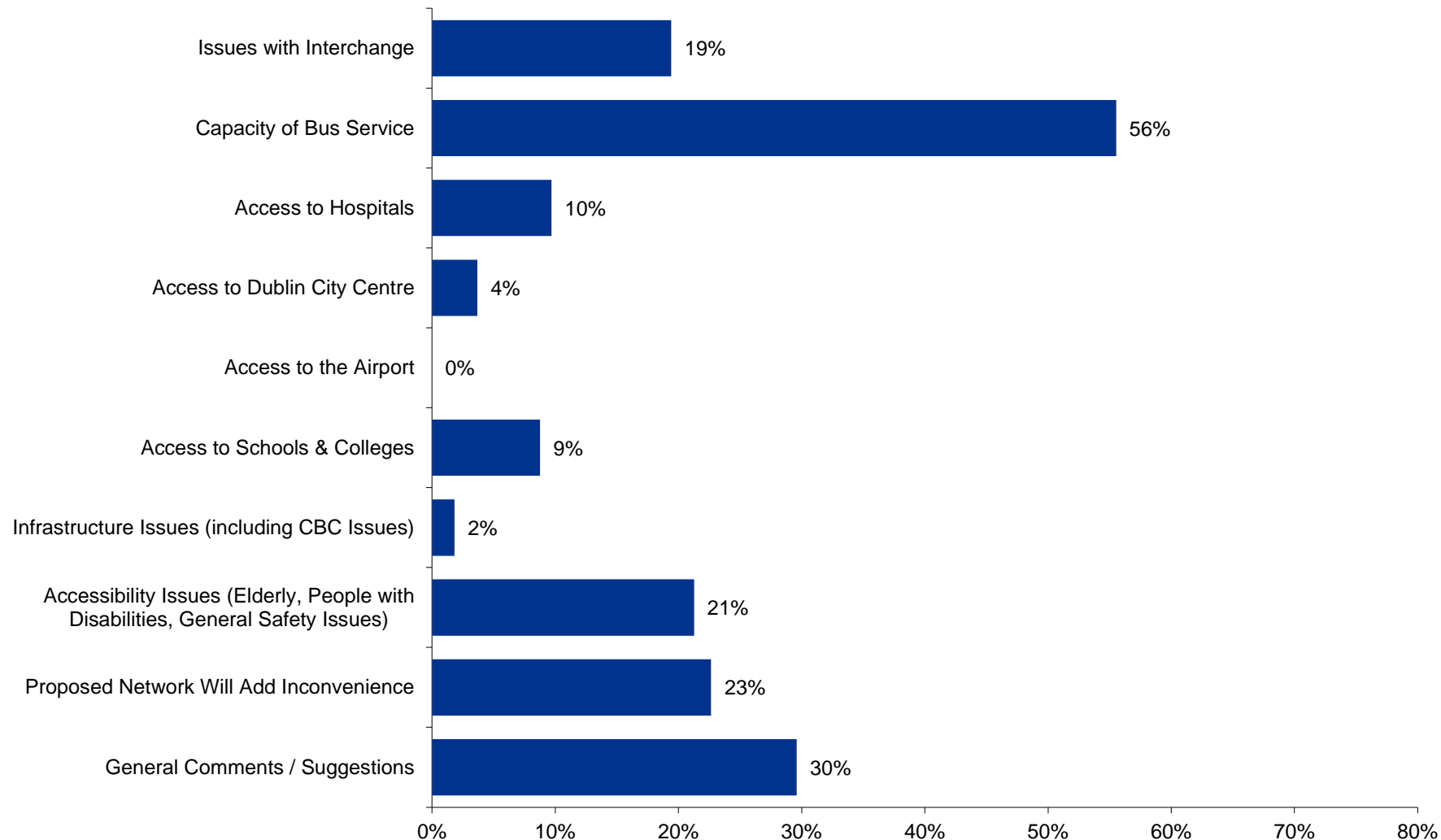
➤ Route suggestions or route requests from respondents included:

- D Spine to stop at Belmayne Educate Together Secondary School
- Direct route from Donaghmede to Howth.
- Direct route from Clarehall to DCU and DIT.
- Direct route from Donaghmede to airport.
- Direct route from Clongriffin to Sutton.
- Direct route from Donaghmede to Blanchardstown.
- Direct route from Clarehall to Northwest Business park.
- Direct route from Clongriffin to airport.
- Direct route from Darndale to Beumont hospital.
- Direct route from Northside circular route to the airport.
- Direct route from Clongriffin to Donnybrook.
- Extend 17a to go to Blanchardstown.
- Greater access to Blanchardstown Hospital and Beaumont Hospital.
- Orbital route around the outside of the city.

➤ Additional comments or queries included:

- Route design query regarding buses travelling into Belmayne and Clongriffin.

# CLONDALKIN



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

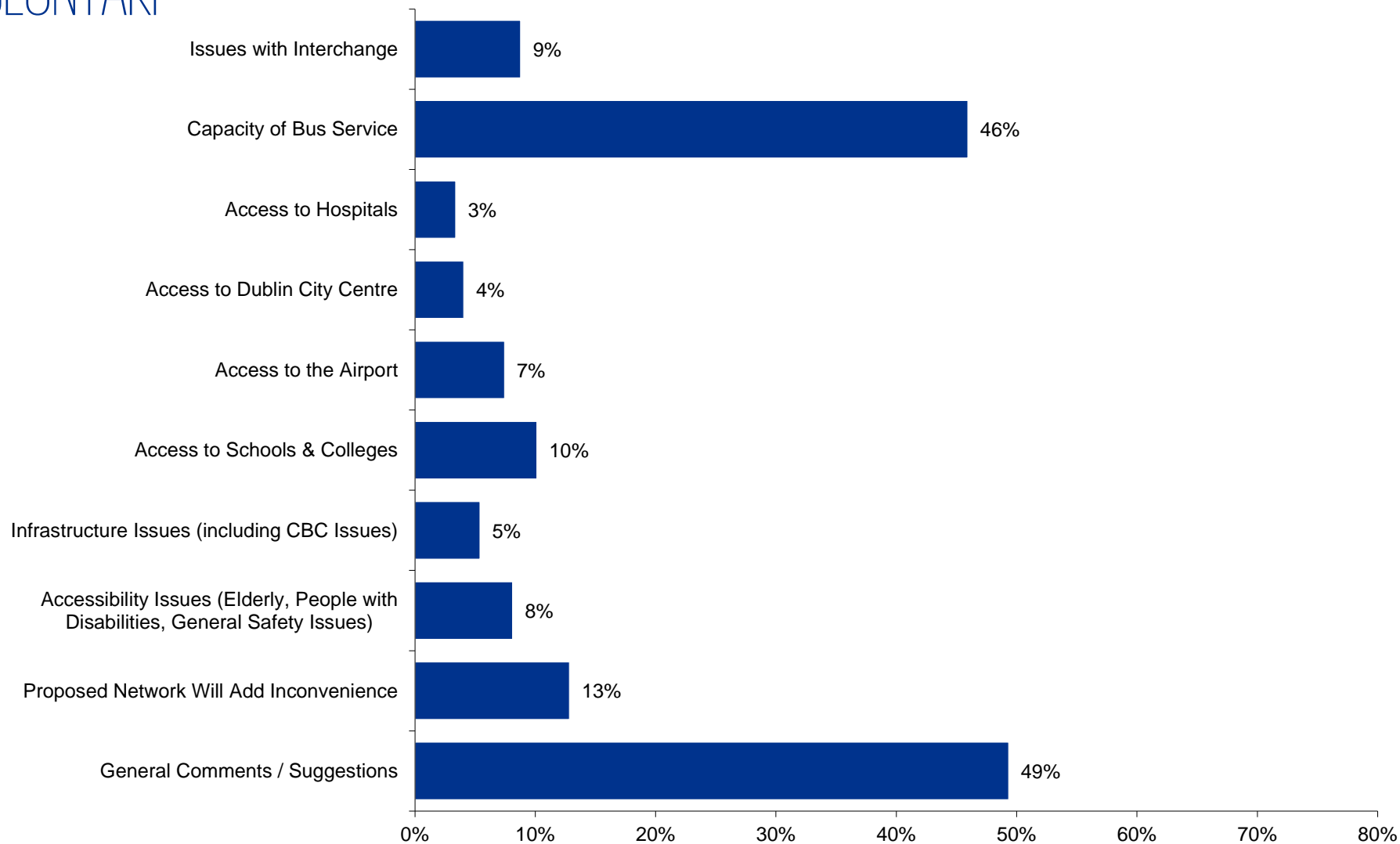
# CLONDALKIN

- This area covers the communities of Clondalkin and Parkwest.
- There were 236 submissions from the Clondalkin catchment area, of which 216 respondents made additional comments.
- The most frequently referenced current bus routes were the 13, 68 and 69.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Concerns on the impact of proposed changes in Woodford, Monastery Road and Clondalkin Village.

# CLONDALKIN

➤ Route suggestions or route requests from respondents included:

- Bus link between Newcastle - Lyons and Celbridge also serving as a link to Hazelhatch Railway Station Direct route from Clondalkin to City Centre hospital / St James' Hospital
- Eliminate the route between Clondalkin and Ballyfermot
- Extend 93 to Red Cow Luas stop
- Extend a bus service to include Woodford estate
- Extend route 93 / 215 to Monastery Road
- Extend route to include the old church and Cherrywood
- Extend the G2 to include Lucan and Cherry Orchard Area
- Open Kishogue station
- Orbital route along Fonthill road via Clondalkin Station to Blanch / Liffey / Tallaght
- Orbital route from North to South Dublin
- Route from Bawnogue to Liffey Valley / Tallaght
- Route from Clondalkin to Confey College / Leixlip
- Route from Clondalkin to Peamount
- Route from Clondalkin to Sandyford
- Route from Cloverhill Road to Clondalkin
- Route from Fonthill road to Kishogue
- Route from Letts Field to Bawnogue
- Route from Lucan to Tallaght via Clondalkin
- Route from Monastery Road to Red Cow Luas Stop
- Route from Station Road to Clondalkin village / Liffey Valley / Parkwest Train Station / Red Cow Luas
- Route that serves Dame street.

**Note**

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Clontarf, Donnycarney, Fairview and Killester.
- There were 169 submissions from the Clontarf catchment area, of which 148 respondents made additional comments.
- The most frequently referenced current bus routes were the 29a, 31 and 130.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) General comments and suggestions.
  - 2) Capacity of bus service.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Observations that no routes crossed the Liffey.

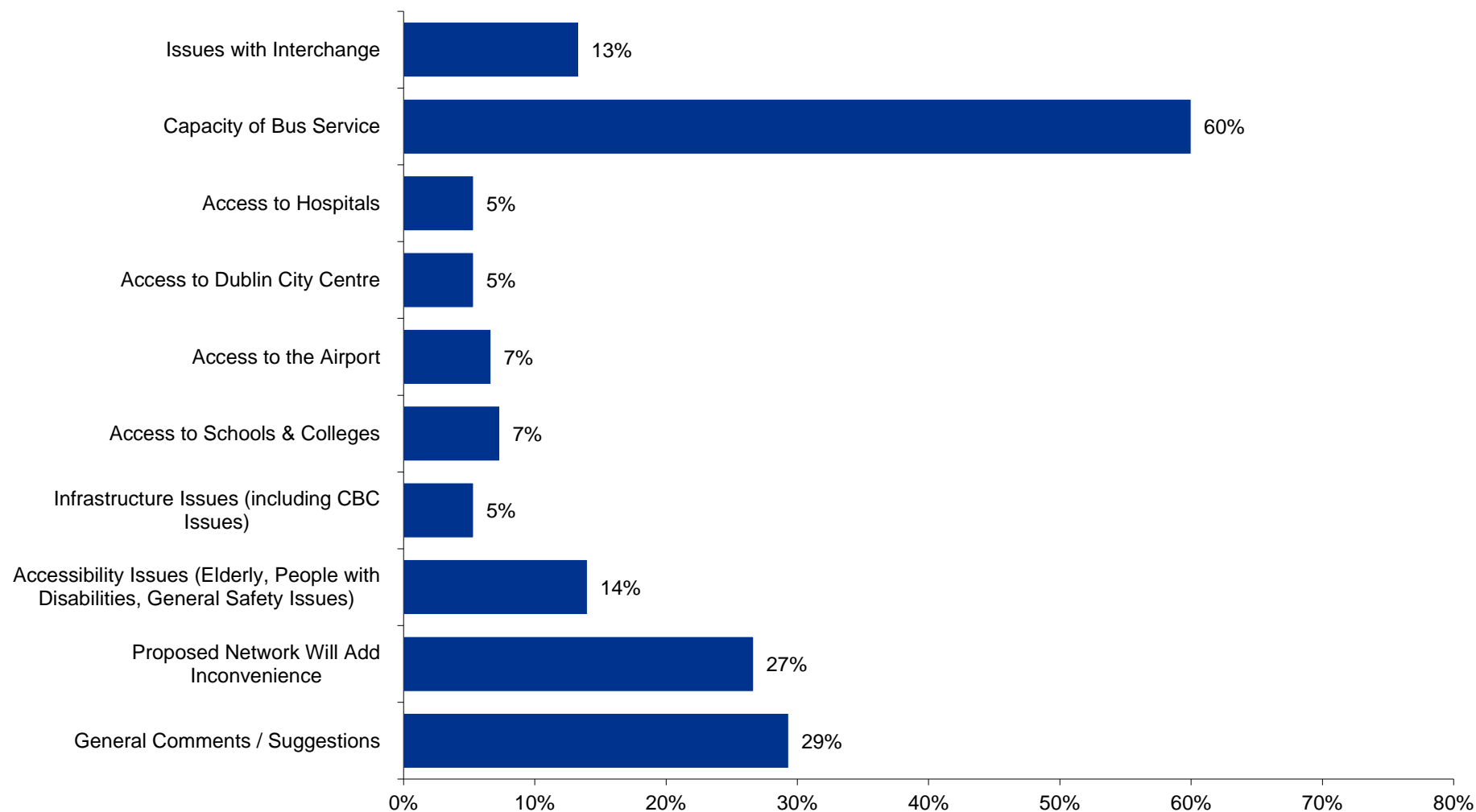


➤ Route suggestions or route requests from respondents included:

- Combine G and H spines.
- Direct route from Ballymount from Clontarf
- Direct route from Raheny to Artane Beaumont Coolock SENTRY
- Direct route from Raheny to Drumcondra.
- Extend new Howth spine instead of going up congested Talbot St it could instead go across the Matt Talbot Bridge it should continue up Westland Row and terminate at Burlington Road or UCD.
- Extend routes 31/ 130 to the coast road
- Extend routes H2 and H3 to Southside areas.
- H spine should run cross-city.
- H spines should be redrawn so that H1, H2 and H3 do not all terminate at Abbey Street.
- Increase Nitelink services.
- Introduce a bus stop on the lower Watermill Road, Raheny.
- Move the terminus of the N8 nearer to the Howth Road/Kilbarrack Road junction.
- Redirect H spine towards Clontarf Road.

➤ Route suggestions or route requests from respondents included (contd):

- Route 23 towards Walkinstown should avoid going straight down Croydon Park Avenue and turn up Casino Road, turn right on Brian Avenue and continue down. Then take a right on Brian Road, onto Marino Park roundabout where the route would continue as normal.
- Route from Airport to Marino
- Route from Clontarf to Howth.
- Route from Clontarf to Drumcondra
- Route from Connolly Dart/Luas to Fairview to Raheny Dart to Clare Hall to the Airport.
- Route from Howth Road across the Liffey
- Route from Howth Road to South Side City Centre.
- Route from Raheny Dart to Donaghmede to Clare Hall to the Airport.
- Routes 64, 81 or 96 should terminate on the South City or Grand Canal area.
- Routes going through Marion could go over the Matt Talbot Bridge and go up by Westland Row to St Stephen's Green.
- Service provision to Clonshaugh Industrial Estate.



#### Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

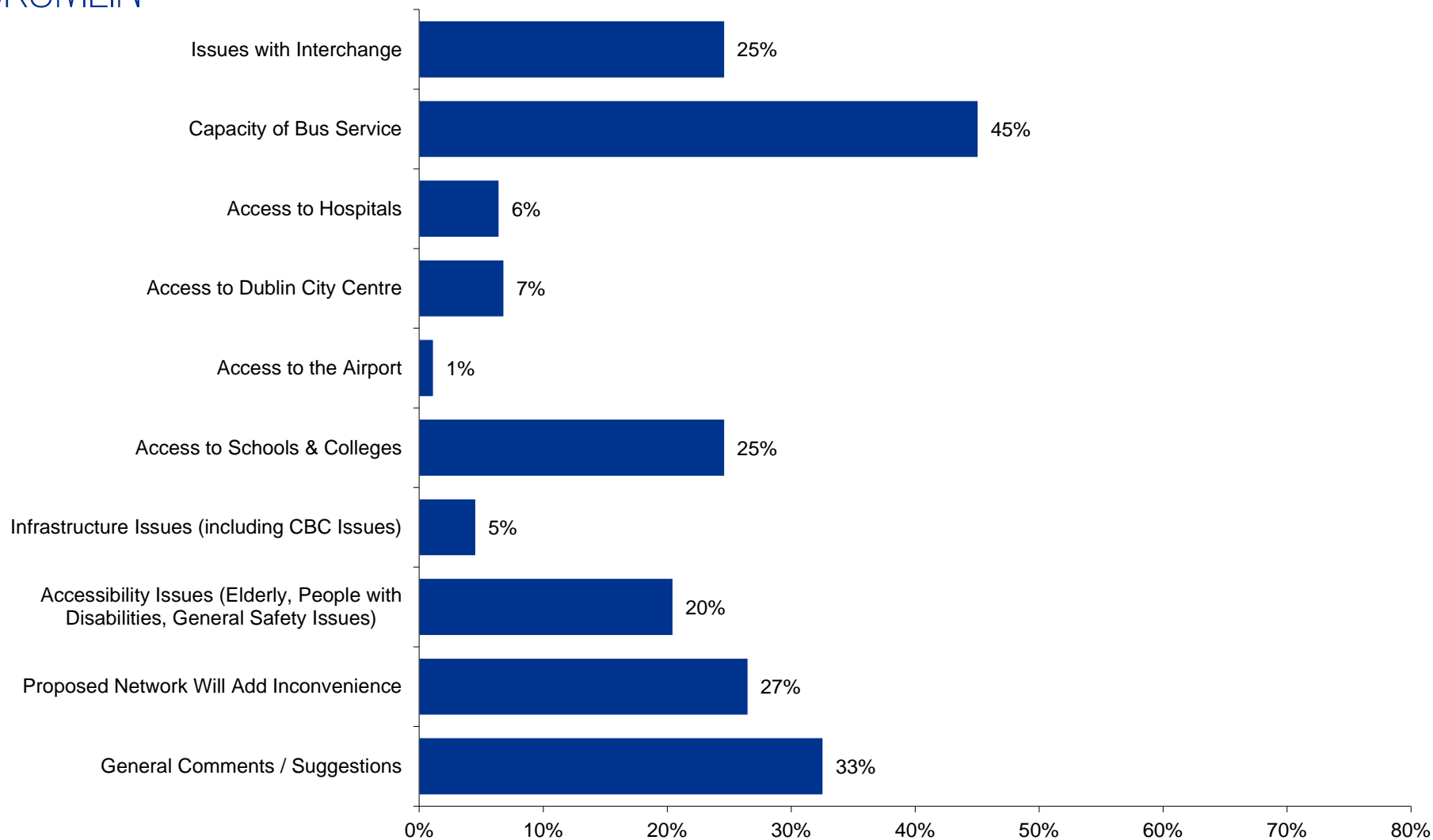
- This area covers the communities of Coolock, Artane and Beaumont.
- There were 170 submissions from the Coolock catchment area, of which 150 respondents made additional comments.
- The most frequently referenced current bus routes were the 14, 16 and 27.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Additional inconvenience.

➤ Route suggestions or route requests from respondents included:

- Bus provision to Whitethorn Estate.
- Direct service from Beaumont to Dublin Airport.
- Extension of H Spine to cross the river Liffey.
- Installation of interchange at Fairview.
- Reroute proposed route A1 to avoid Lorcan Estate and begin at Ballyshannon Avenue, proceeding to Beaumont Hospital and continuing onto Beaumont Road.

➤ Additional comments or queries included:

- Route Mapper Error: the map suggests that there is a walkway from Beaumont Woods through to Beaumont Hospital.



#### Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Crumlin, Drimnagh, Kimmage, Walkinstown, Perrystown and Bluebell.
- There were 302 submissions from the Crumlin catchment area, of which 264 respondents made additional comments.
- The most frequently referenced current bus routes were the 9, 15a, and 150.
- The most frequently referenced proposed bus routes were the F1, F2 and F3.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Concerns regarding reduced access to Terenure, Rathmines and Rathgar.

➤ Route suggestions or route requests from respondents included:

*Route requests:*

- Clondalkin to Tallaght
- Crumlin to Rathmines
- Crumlin Village to Sandymount
- Kimmage to Rathmines
- Perrystown to Terenure, Rathmines and Rathgar
- Rafter's Road to Rathmines / Sandymount
- Sally's Bridge to Orwell
- Walkinstown to Terenure, Rathmines and Rathgar
- Walkinstown to Sandyford

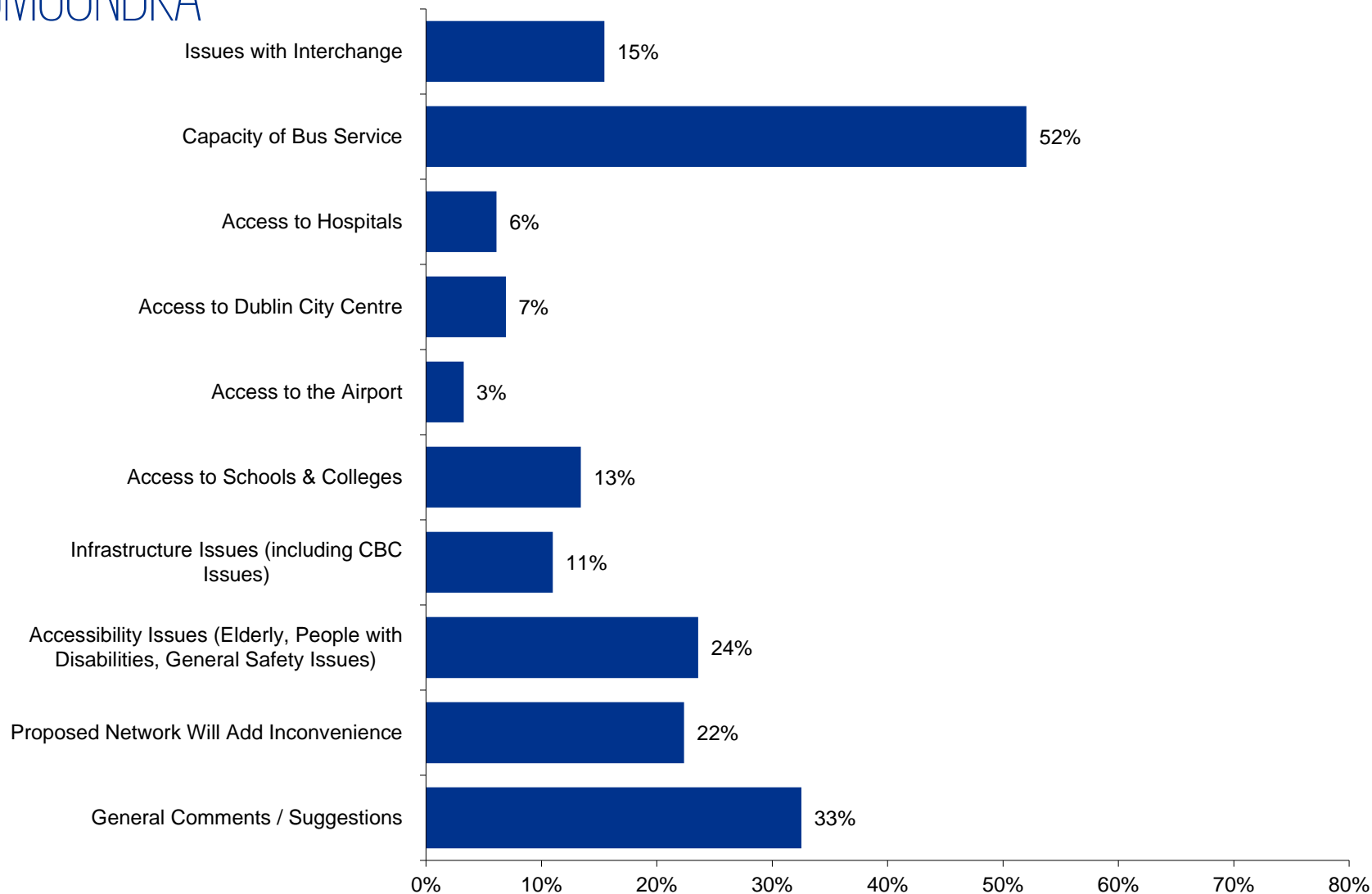
*Increase services to:*

- DCU and UCD
- Sandyford Industrial Estate
- Drimnagh
- Stannaway Road

*Other requests:*

- Improve road infrastructure on Greenhills Road.





**Note**

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# DRUMCONDRA

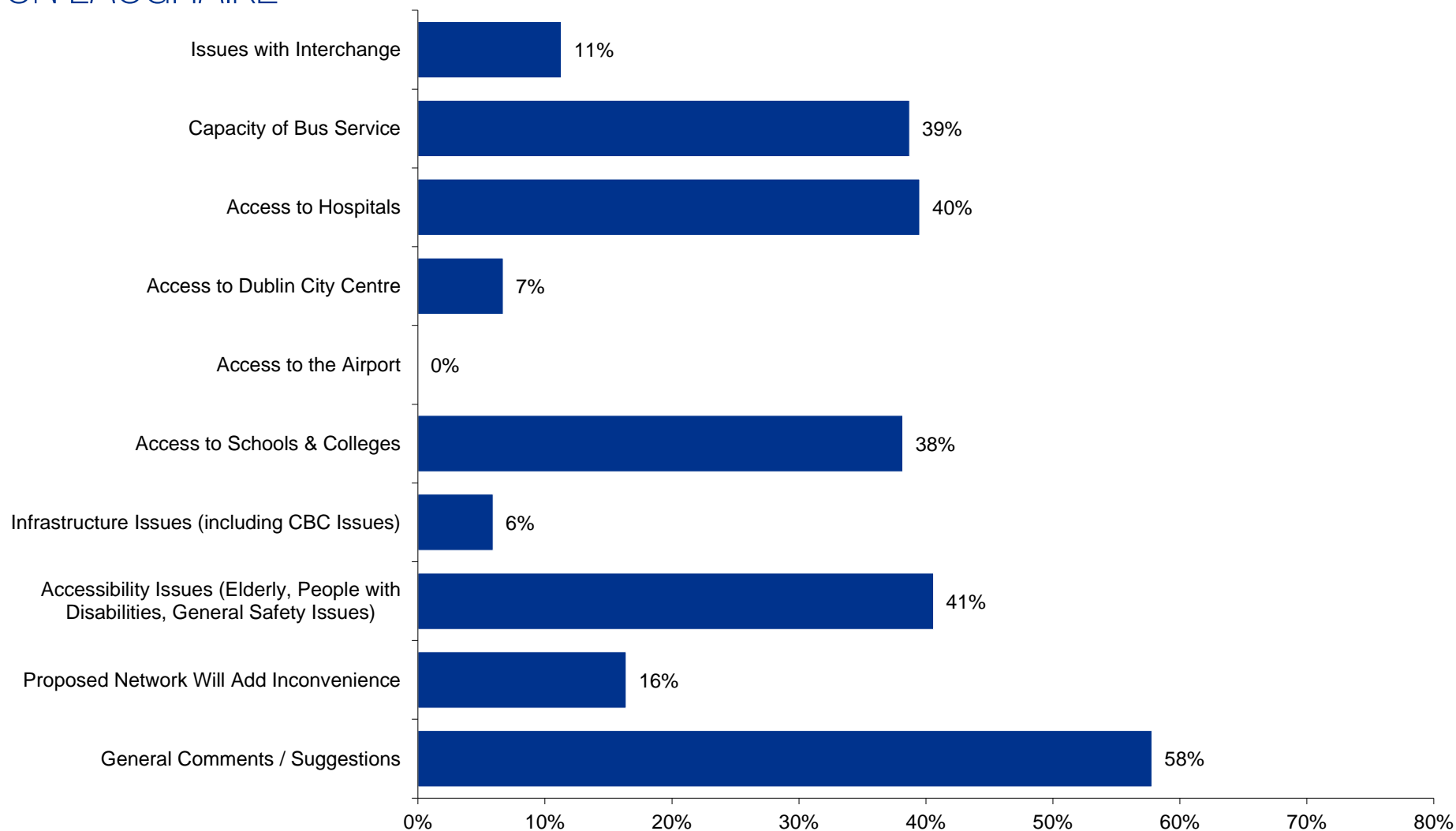
- This area covers the communities of Drumcondra, Whitehall and Glasnevin.
- There were 277 submissions from the Drumcondra catchment area, of which 246 respondents made additional comments.
- The most frequently referenced current bus routes were 9, 11 and 13.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Accessibility issues.

➤ Route suggestions or route requests from respondents included:

- Direct route from Finglas and Glasnevin Avenue to the schools and sporting facilities on St Mobhi Road.
- Direct route from Glasnevin to Clonskeagh.
- Direct route from Glasnevin to Grand Canal Dock.
- Direct route from the Ongar 'loop' to the Blanchardstown Centre.
- Extend route 8 past Aungier St. to South Circular.
- Extend route 82 to Burlington Road.
- Extend route 94 eastwards towards Grand Canal Dock via City Quay and Pearse St. terminating behind the Grand Canal Theater on Macken St.
- Extend route 94 from Wadlai across to O'Connell Bridge.
- Extend route 94 west towards Smithfield via the Quays and Church St. into Smithfield.
- Merge H and G spine for the buses to Howth, or alternatively the H spine should be extended beyond the City Centre.
- Orbital route along Griffith Avenue should travel the whole of Griffith Avenue and then turn left at Tolka estate in the direction of Old Finglas road.
- Route 44 (new route 12) should not terminate in the City Centre.
- Route E2 should run down Balbutcher Lane south instead of route 94 then 94 should start at the current 11 stop on Pappins Green.
- Route from Broadstone Luas Station (current stop number 195) direct up Phibsboro Road, Bltanic Road, Mobhi Road, Ballymun Road and straight up past NCT to turn off this side of airport (keeping airport on left).
- Route from Clarehall to Larkhill/ Santry/ Whitehall area.
- Route from Whitehall/ Swords Road area to the Luas.
- Route serving the length of Clonliffe Road.
- Routes travelling along Sycamore Road turn right onto Grove Road in order to access Ballygall Road East and Glasnevin Avenue to avoid using Willow Park Crescent and Willow Park Road.

➤ Additional comments or queries included:

- Route design query: feasibility of Route 23 into town from Marino turning down Turlogh Parade.



## Note

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# DUN LAOGHAIRE

- This area covers the communities of Dun Laoghaire, Sallynoggin, Glenageary, Killiney, Dalkey, Monkstown and parts of Blackrock.
- There were 401 submissions from the Dun Laoghaire catchment area, of which 372 respondents made additional comments.
- The most frequently referenced current bus routes were the 4, 7 and 226.
- The most frequently referenced proposed bus routes were the B4, E1 and S6.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) General comments and suggestions.
  - 2) Accessibility issues.
  - 3) Access to hospitals.
- Specific local area issues included:
  - Concerns over access to St. Vincent's Hospital, St Michael's Hospital, Loughlinstown Health Centre and Loughlinstown Hospital.

# DUN LAOGHAIRE

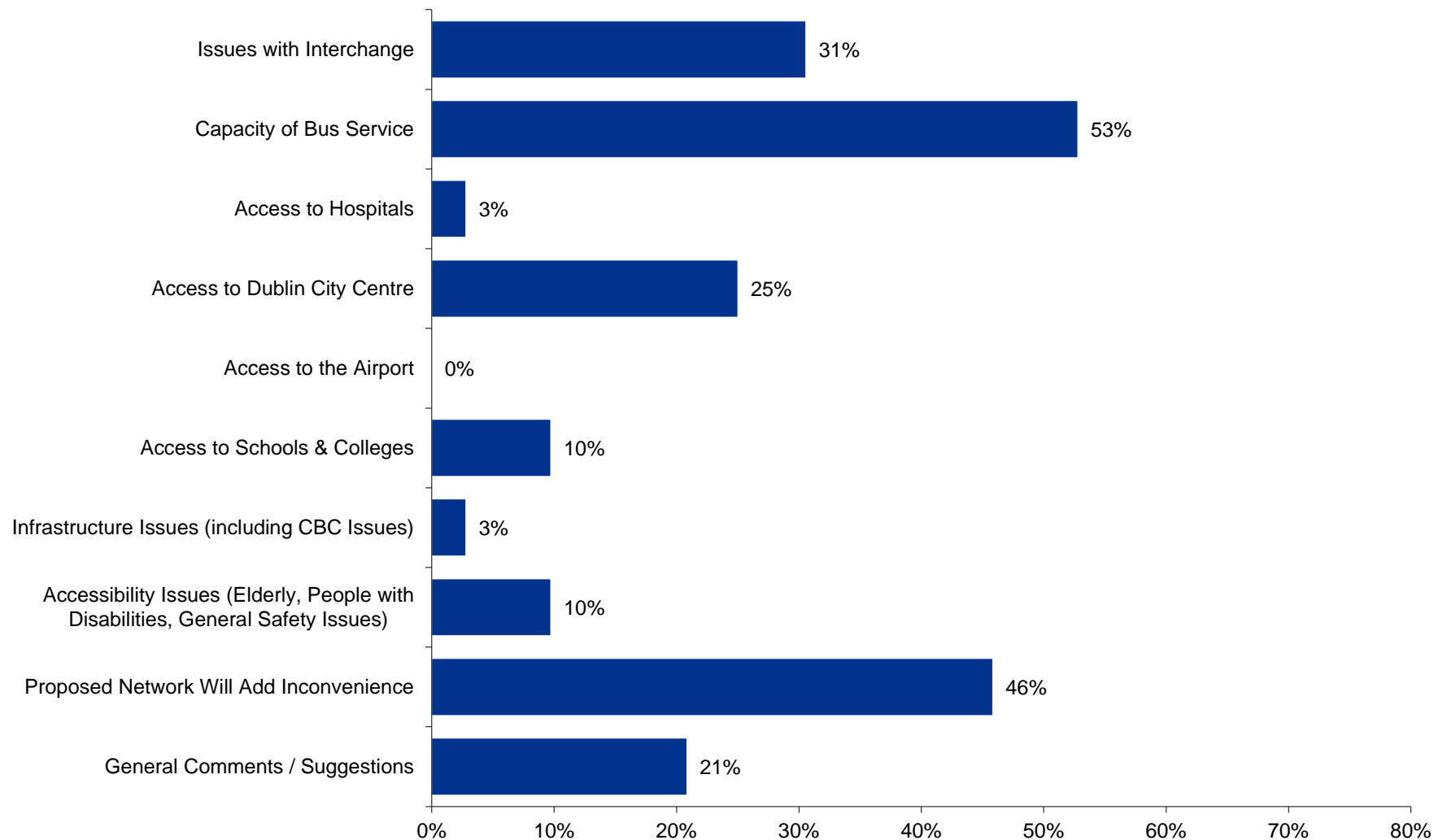
## ➤ Route suggestions or route requests from respondents included:

### *Route requests*

- Monkstown Avenue to Blackrock and St. Vincent's Hospital
- Routes to Kiliney and Dalkey
- Rochestown Avenue to Blackrock
- Newtown park Avenue to Blackrock
- Monkstown Avenue to city centre
- Ballinteer to St. Vincent's Hospital
- Ballinteer to Beaumont Hospital
- Nutgrove Way to Dundrum
- Blackrock to Donneybrook
- Laughlinstown to city centre
- Dun Laoghaire to Tallaght
- Dun Laoghaire to Leopardstown
- Lucan to Sandyford
- Night service to Dun Laoghaire.

### *Extend:*

- No. 4 to Harristown
- S4 to Dart line
- B4 to Bride's Glen
- A4 to Ballinteer
- B4 to Abbey road in Monks town
- B4 to Killybrack
- Route to Laughlinstown from Ballybrack SC
- S8 to Blackrock



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

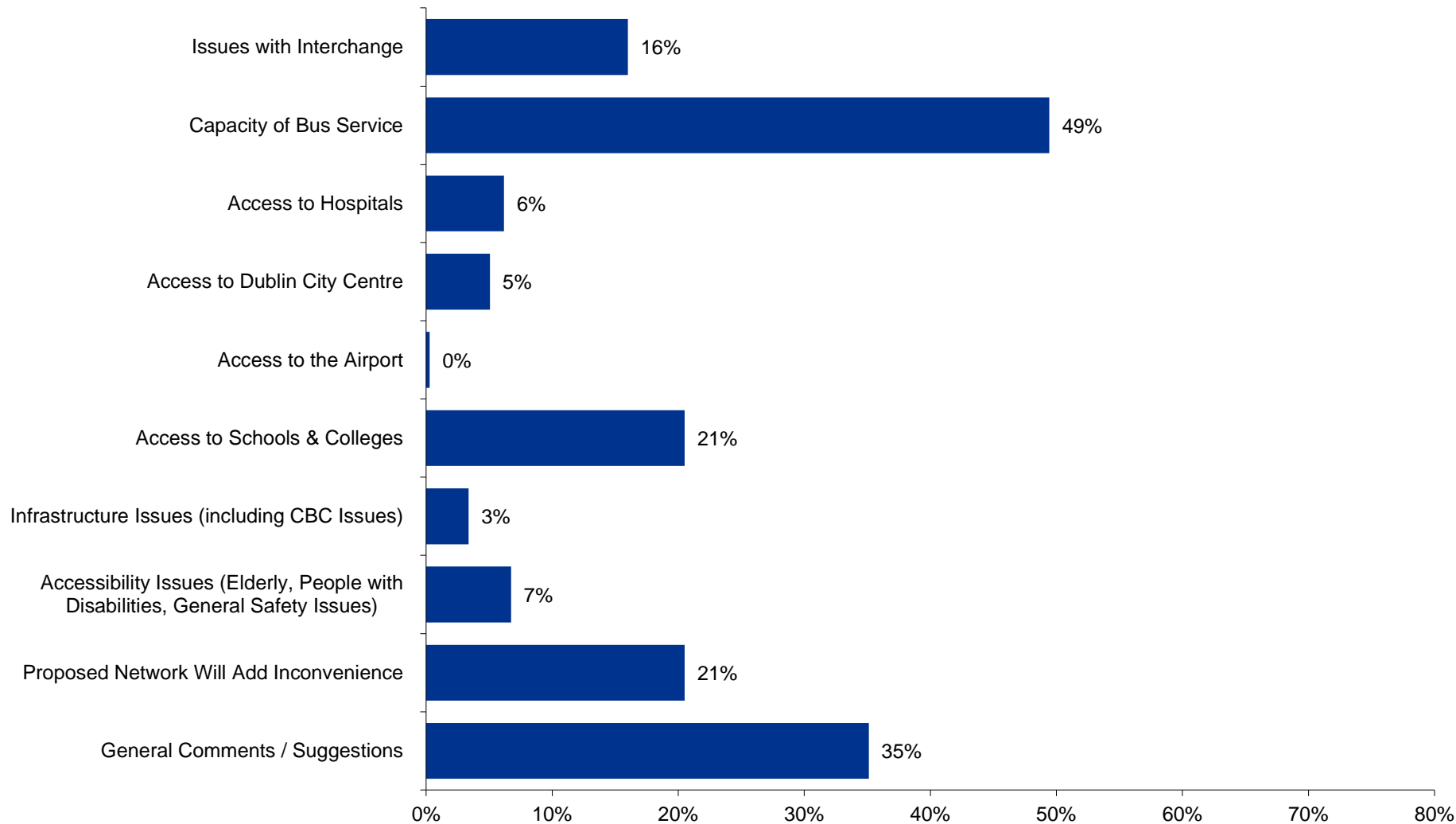
- This area covers the community of Dunboyne.
- There were 77 submissions from the Dunboyne catchment area, of which 72 respondents made additional comments.
- The most frequently referenced current bus routes were the 70, 264 and 270.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience
  - 3) Issues with interchange.
- Specific local area issues included:
  - Concerns that there are no direct bus services from Dunboyne into the city centre.
  - Concerns on the impact of having to interchange at Blanchardstown.



# DUNBOYNE

➤ Route suggestions or route requests from respondents included:

- Direct route from Dunboyne to city centre.
- Reroute the 264 and 340 terminus from Dunboyne to the M3 Parkway Railway Station via Summerhill Road.
- Route from Dunboyne / Blanchardstown to Swords.
- Route from Dunboyne to DCU.
- Service provision to Kribensis Manor.



## Note

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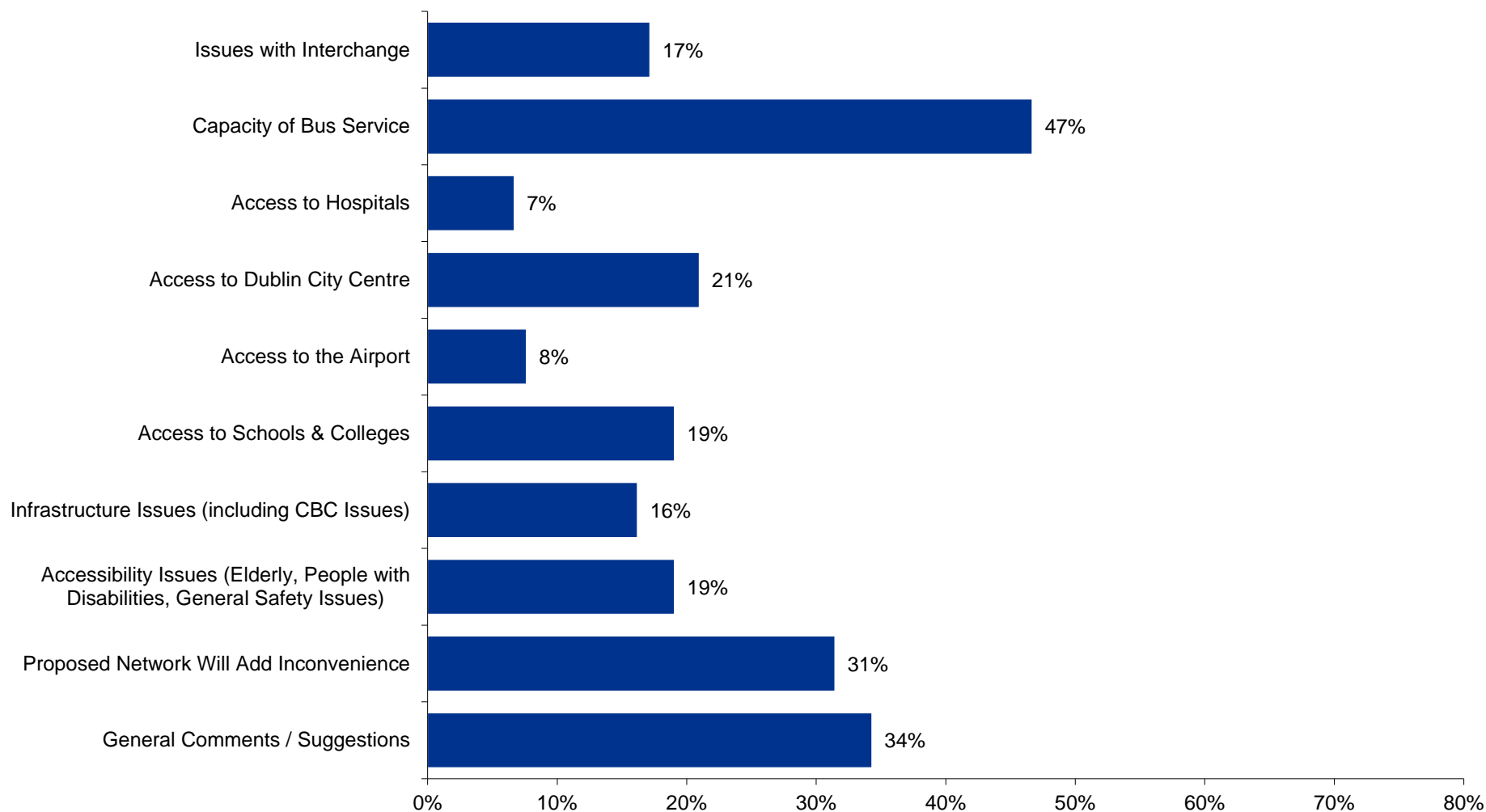
- This area covers the communities of Dundrum, Ballinteer, Clonskeagh, Churchtown, Windy Arbour and Stepside.
- There were 408 submissions from the Dundrum catchment area, of which 356 respondents made additional comments.
- The most frequently referenced current bus routes were 11,14 and 47.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Access to schools and colleges and additional inconvenience.
- Specific local area issues included:
  - Access to schools included Colaiste Eoin, Colaiste Iosagain, Blackrock, St Andrew's, St Michael's, St Killian's German school, Wesley College and UCD.
  - Concern that Stepside is being underserved.

➤ Route suggestions or route requests from respondents included:

- Direct route from Dundrum from Churchtown.
- Direct route from Dundrum to Dun Laoghaire via Clonskeagh or Goatstown
- Direct route to Tallaght and direct link to Dundrum at least every 15 mins from Marley Court
- Eastern Section of S6 route - extending the S6 route to either Sydney Parade or Sandymount DART station would greatly extend the usefulness of the S6 route e.g. for someone living in Goatstown / Mount Merrion commuting to East Point Business Park via DART.
- Express Orbital Services - perhaps consideration could be given to running express orbital services during peak periods, as high quality orbital bus services will be critical to getting public acceptance for further demand management measures, such as multi-point tolling of the M50, which will be vital in tackling the current chronic congestion.
- Extend route 10 along Harold's Grange Rd. as far as Marley Park.
- Extend route 10 to the Brehons Fields Road.
- Extend route 227 from Stepside village to Dun Laoghaire.
- Extend route 114 route to start at Marley Park and cross over to Blackrock.
- Extend the S4 to Sandymount via St Vincent's Hospital and the DART.
- Orbital route from UCD to Windy Arbour Luas
- Reroute the 226 through Kilternan , Stepside village, Kilgobben Rd, Ballyogan Rd Carrickmines...Dun Laoghaire.
- Retain route 233 and extend it to Blackrock or take the current 114 and extend it to Dundrum.
- Route 12 should go along Kilgobbin Road like the current 44.

➤ Route suggestions or route requests from respondents included (contd):

- Route from Ballinteer to Blackrock
- Route from Dundrum to St Vincent's Hospital.
- Route from Kilternan to Bray.
- Route from Parkview Belarmine to Beacon Hospital Sandyford.
- Route from Rathfarnham to Stepside.
- Route from Sandyford Business District to Blackrock Dart during peak times.
- Route from Sandyford to Donnybrook via N11 or one to BlackRock.
- Route from Stepside to Ballinteer via Marlay Park.
- Route from UCD through Roebuck down Bird Avenue and to Windy Arbour Luas and up through Taney.
- Route to recreational areas in the Dublin mountains.
- S4 to go down Walkinstown Avenue.
- S6 bus begins in Tallaght and then switches over to the S8 at Drummartin so as to finish in Dun Laoghaire to tie in Sandyford Business District
- S6 buses leaving Blackrock could switch over to the S8 route via the Stillorgan Road and Brewery Road and complete its journey in City West to tie in Sandyford Business District.
- S8 route there should be a stop that allows the residents of Sandyford Village/Kilgobbin Rd to get on without having to take the 313 on a detour into Sandyford Industrial estate.
- Service provision in Foster Avenue.
- Service provision in Stepside.
- Western Section of S6 route outside M50 - re-directing the section of the S6 outside the M50 along the N81 Tallaght Bypass, rather than the R114 Firhouse Rd could potentially deliver shorter and more consistent journey times, as the N81 Tallaght Bypass has a hard-shoulder which can possibly be converted into a bus lane.



## Note

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- This area covers the communities of Finglas, Harristown, St. Margaret's and Toberburr
- There were 115 submissions from the Finglas catchment area, of which 105 respondents made additional comments.
- The most frequently referenced current bus routes were the 9, 40, 140.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Concerns over safety at Charlestown bus hub (anti-social behaviour).
  - Congestion on Whitworth Road and lack of space for a bus lane.

➤ Route suggestions or route requests from respondents included:

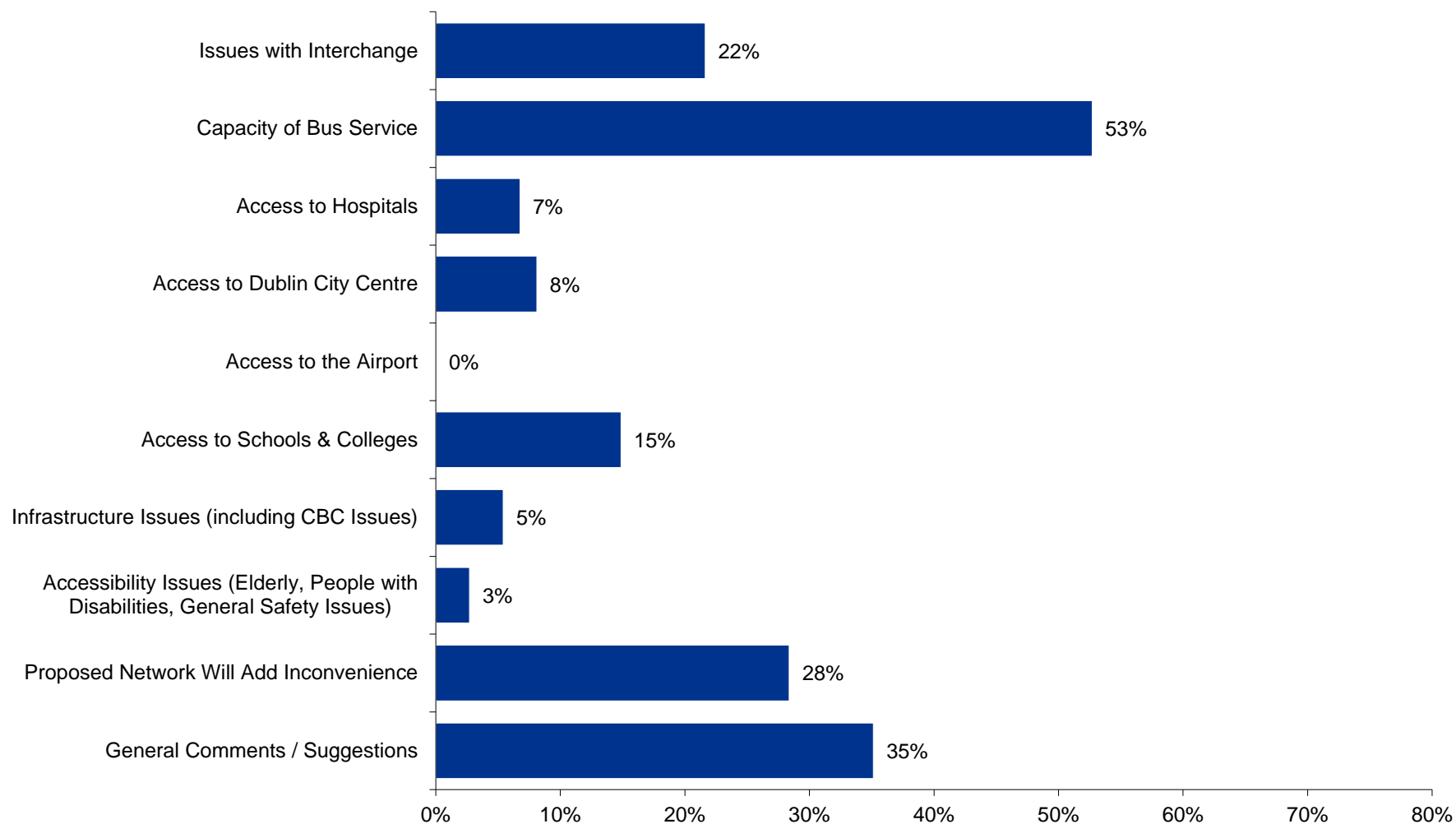
*Direct Route Requests:*

- Ashtown to Broombridge
- Balbutcher Drive to Santry
- Cappagh Road to city centre
- Connection to TU Dublin Campus
- Finglas to airport
- Finglas to Blanchardstown
- Finglas to Cabra
- Finglas to Donnecarney
- Glasnevin Avenue to city centre
- Hampton Wood to city centre
- Hampton Wood to Finglas village
- IKEA to city centre via Finglas Road
- IKEA to Dublin airport

*Other requests:*

- Connections to stop at DCU.
- More bus access to Finglas South
- N2 to go along Tolka Valley





**Note**

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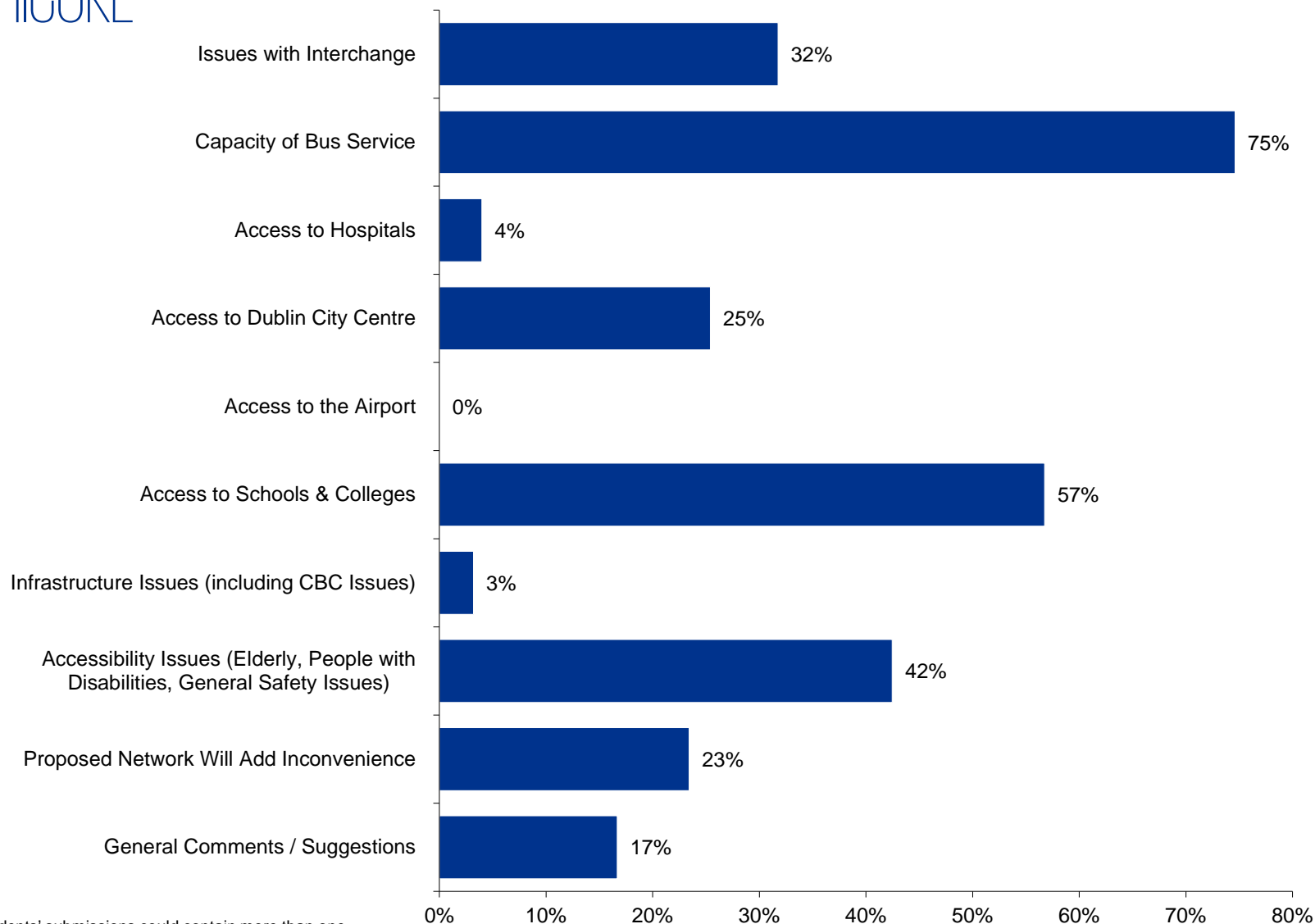
- This area covers the communities of Greystones, Delgany, Kilcoole, Newcastle, Newtownmountkennedy and Kilpedder.
- There were 80 submissions from the Greystones catchment area, of which 74 respondents made additional comments.
- The most frequently referenced current bus routes were the 84/a, 84/x and 184.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Requests for direct buses into the City Centre that bypass Bray.

➤ Route suggestions or route requests from respondents included:

- Change final destination 84 route to the City Centre
- Direct route from Greystones to City Centre.
- Direct route from Newtownmountkennedy to Dun Laoghaire.
- Direct route from Newtownmountkennedy to Greystones Dart Station.
- Extend route 201 to Kilpedder.
- Extend route 211 to N11 junction 9 to overlap with the 201 route.
- More routes connecting with the Bus Eireann and Wexford bus routes.
- Reroute 301 via Cherrywood.
- Reroute the 204 via Charlesland and make it operate in both directions
- Route 201 and 202 - At Kilcoole - should travel down the Sea Road but not back up it. Should travel along Holywell Avenue through the Holywell housing development, past Network Enterprise Business Park and Colláiste Craobh Abhainn secondary school and back out onto the R761 Newcastle Road south bound. The same for the reverse direction - At Kilpedder - should exit the N11 at first Kilpedder Exit northbound in advance of Junction 11.
- Route 201/202 should continue to run via Mill Road and onto Delgany (towards Newtown) and Greystones Main Street (towards Bray) and not via the Kilcoole Road and Charlesland as proposed. The buses that operate to Kilcoole before Newtown will continue to go via Charlesland and vice versa.
- Route 204 - This route should not use the R761 Lower Kindlestown Road but instead should use Delgany Wood Avenue, Chapel Road and Blacklion Manor Road
- Route 204 should cover Charlesland + surrounding estates
- Route along the new road between Blacklion and Delgany.
- Route from Greystones to Kilmacanogue.
- Route from Greystones to Tallaght, Clondalkin, Lucan and North Dublin.

➤ Route suggestions or route requests from respondents included (contd):

- Route from Greystones to the Luas
- Route from Newtonmountkennedy to Hospitals
- Route from Newtownmountkennedy to Kilcoole
- Route from Newtownmountkennedy to the end of Bray.
- Route from North Wicklow to Luas and Sandyford.
- Route going to Ferndale road.
- Routes 301 / 302 service needs to stop at St Kevin's School (Rathdown Road)
- Stop route 84 from going to Blackrock.
- Stop route 84 from going to Bray Dart Station.
- The diversion to Glenview should be removed from route 201.
- Vary final destination of route 84 between important centres like UCD, Dundrum, Sandyford Industrial Estate



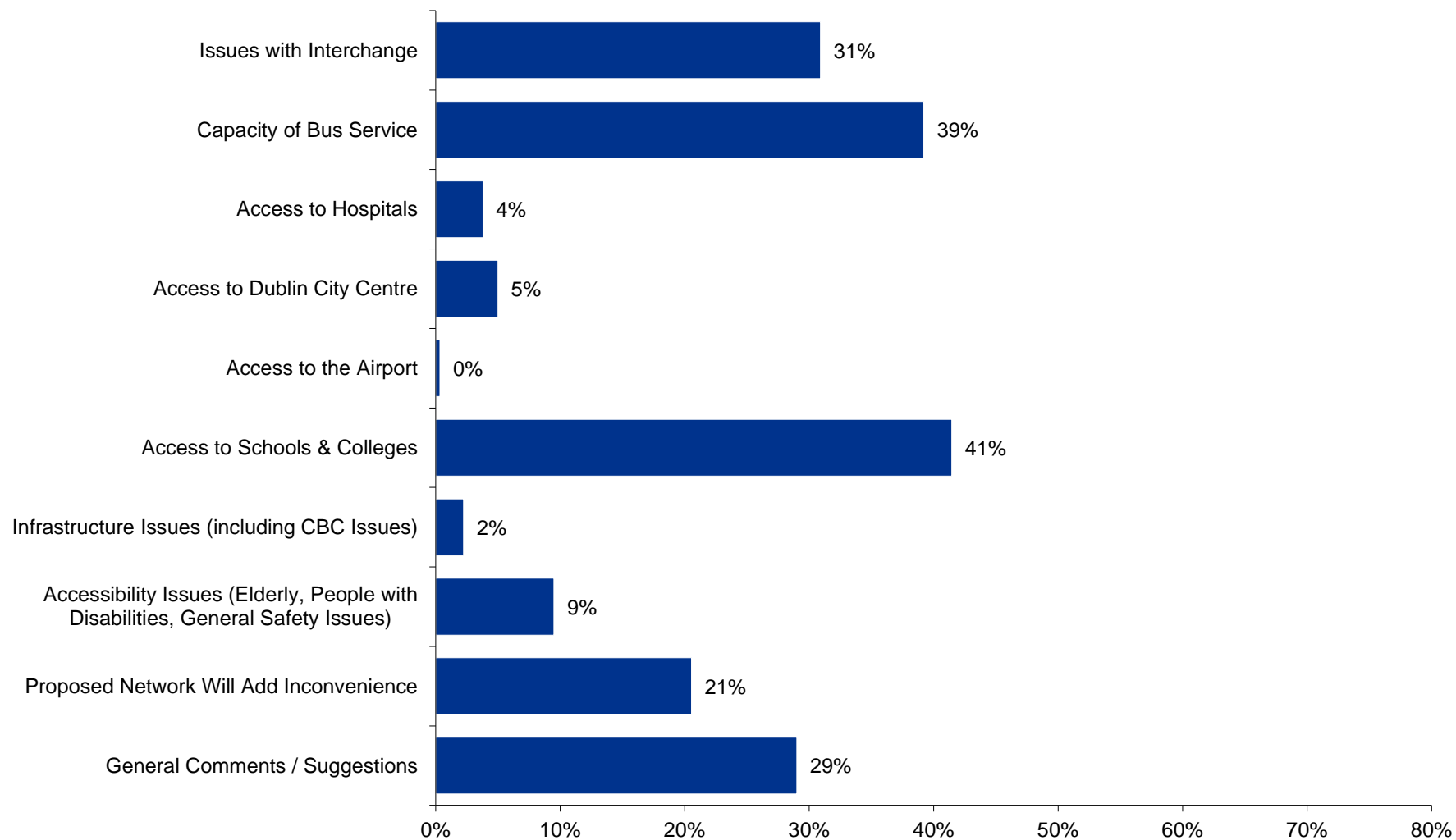
**Note**

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- This area covers the communities of Inchicore, Kilmainham and Islandbridge.
- There were 267 submissions from the Inchicore catchment area, of which 252 respondents made additional comments.
- The most frequently referenced current bus routes were the 13, 27 and 68.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Access to schools and colleges.
  - 3) Accessibility issues.
- This largely reflected concerns on the impact of proposed changes in Inchicore and Kilmainham.
- Additional specific local area issues included:
  - Concerns on accessibility to Colaiste Chillian in Clondalkin.
  - Concerns over proposed volume of buses passing through Inchicore.

➤ Route suggestions or route requests from respondents included:

- Additional G route from Tyrconnell Road to City Centre, via St. James' Hospital and Thomas Street.
- Direct service from Inchicore to Baggot Street.
- Direct service from Inchicore to City Centre southside.
- Direct service from Inchicore to Gaelcholaiste An Phiarsaigh.
- Direct service from Inchicore to Mater Hospital.
- Direct service from Inchicore to Sanydmount.
- Direct service from Nangor Road (Clondalkin) to Spencer Dock, via Clondalkin Village, Dutch Village, Naas Road, Tyrconnell Road and Thomas Street.
- Direct service from South Circular Road to Camden Street.
- Install bus lane on Dolphin Road.
- Make Suir Road one way northbound and SCR one way eastbound, with a bus and single car lane for each.
- Proposed 93 route to not go through Bulfin Estate.
- Remove ban on left turns in CIE Estate from Inchicore Terrace South onto Grattan Crescent.
- Request for proposed routes G1, G3 and 95 to not follow the same route via Emmet Road and James Street.
- Reroute proposed route S2 to travel on South Circular Road rather than St. James' Hospital.



## Note

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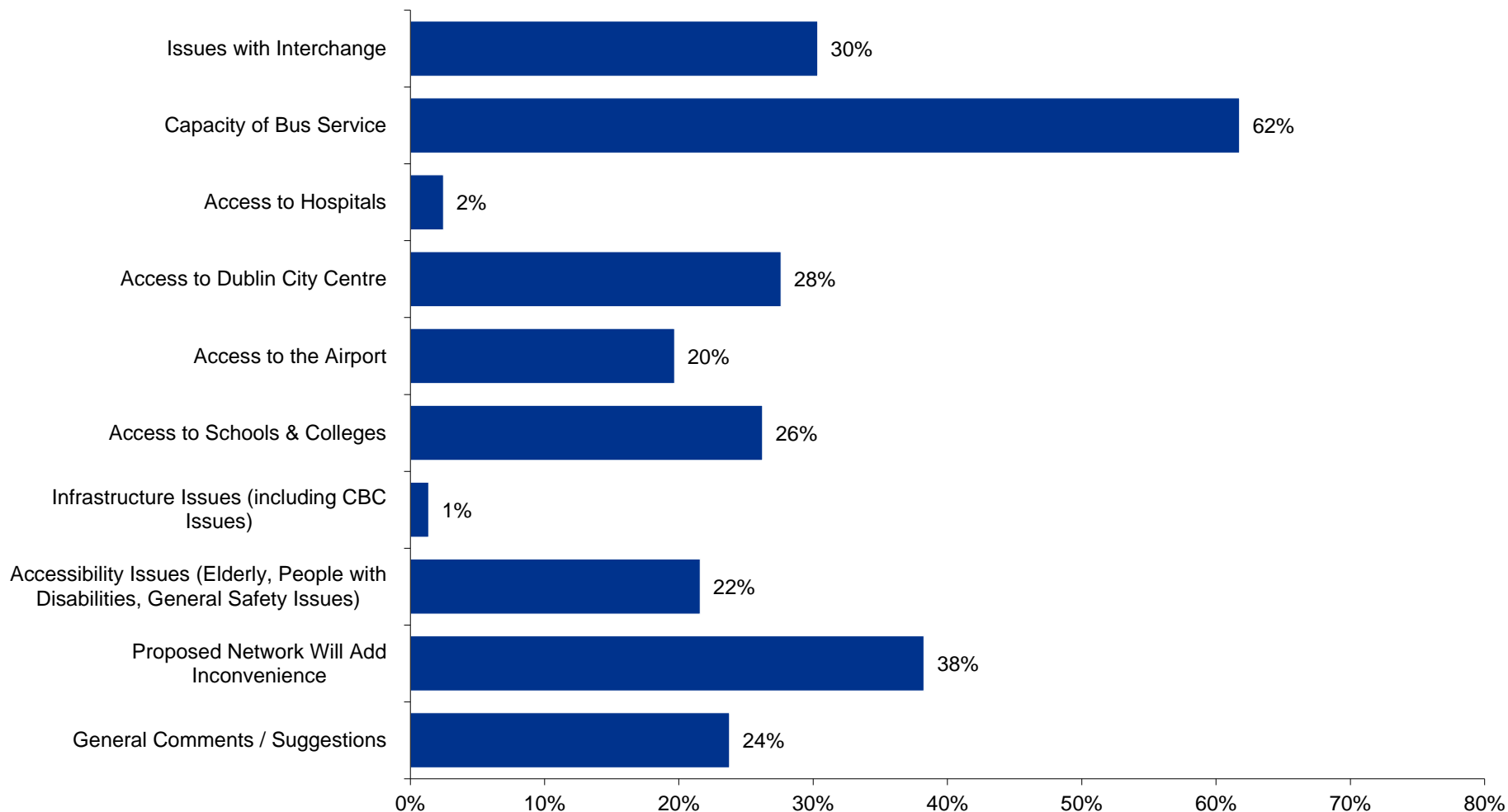
- This area covers the communities of Lucan and Adamstown.
- There were 665 submissions from the Lucan catchment area, of which 579 respondents made additional comments.
- The most frequently referenced current bus routes were the 25a, 25b and 66/a.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Access to schools and colleges.
  - 2) Capacity of bus service.
  - 3) Issues with interchange.
- Specific local area issues included:
  - Access to schools in Confey, Lucan Community College and schools in Leixlip, Belfield and to Maynooth University.
  - Concern that the population of the area is growing and the new bus plans will not serve the demand in Lucan and Adamstown.

➤ Route suggestions or route requests from respondents included:

- Direct link between Palmerstown village area to Ballyfermot
- Direct routes to UCD / Trinity / Maynooth University.
- Extend C1 / C2 to UCD via Ballyowen Road
- Maintain an option to take a bus travelling along Lucan bypass
- More access to routes around Castle Road, Balgaddy and Fonthill road
- More links between Brittas and Rathcoole/Saggart
- Request for a bus route serving Cherry orchard hospital / Ballyfermot Hospital / St. James hospital
- Request for a bus stop near Gandon Park
- Request for a full orbital service around the city
- Request for a higher frequency of buses to travel through Lucan village at all times – with more direct routes to city centre
- Request for a more direct route for C1 / C2
- Request for a second service out of Rathcoole to ease pressure
- Request for services to Hell Fire Club, Glencullen and Cruagh Forest
- Request to make use of bus lanes towards Ballyowen Castle
- Reroute 251 around Ballyowen Rd.
- Reroute 25a / 25b past Pennyhill
- Reroute S4 from Foxborough to UCD via Earlsfort, Fonthill road, Liffey Valley
- Route from Adamstown Castle to Clonee
- Route from Adamstown to Clondalkin
- Route from Adamstown/Lucan to Confey / Riverforest

➤ Route suggestions or route requests from respondents included (contd):

- Route from Dodsborough to Merrion Square
- Route from Griffeen to Westmanstown
- Route from Lucan / Liffey to Dundrum
- Route from Lucan Dodsboro to city centre via Griffeen Avenue, Balgaddy Road, Castle Road to Ballyowen road, N4 to city centre
- Route from Lucan to Ballymount / Red Cow
- Route from Lucan to Carrickmines
- Route from Lucan to Newcastle
- Route from Lucan to Southside (Sandymount / DART station)
- Route from Lucan to Tallaght
- Route from Pennhill to city centre via Woodies on N4
- Route from Pennyhill to Supervalu / City Centre
- Suggestion of a hub and spoke model where smaller buses bring Lucan community to a hub where they can avail of various bus services
- Suggestion to connect H and G Spines
- Suggestion to provide more bus links in newer areas of Lucan
- Use M50 as a continuous loop to link up with various spines at main population centres leading off intersections.

**Note**

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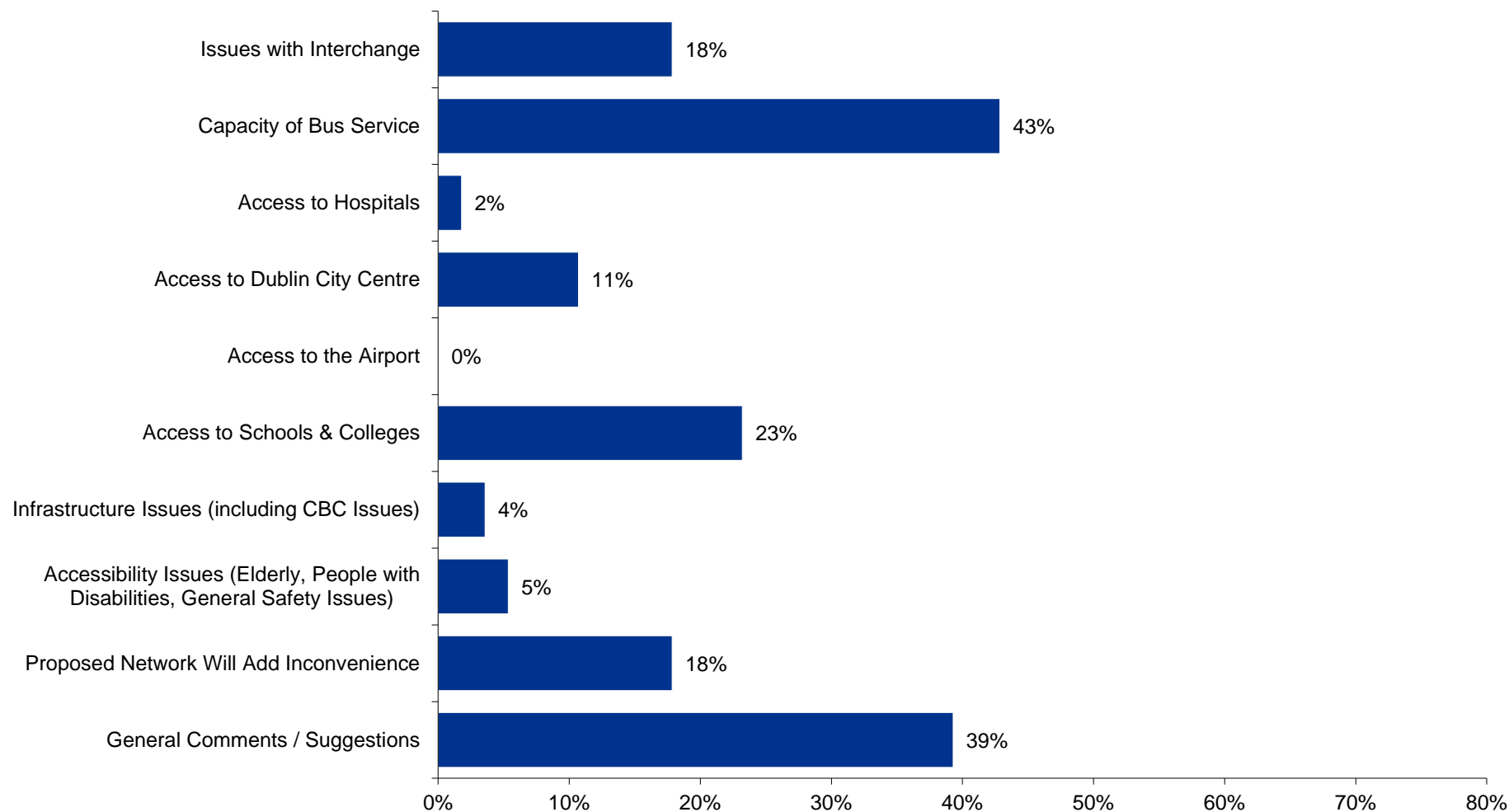
- This area covers the communities of Malahide, Portmarnock, Kinsealy and Feltrim.
- There were 390 submissions from the Malahide catchment area, of which 366 respondents made additional comments.
- The most frequently referenced current bus routes were the 42, 43 and 102.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) Issues with interchange.

➤ Route suggestions or route requests from respondents included:

- Bus provision for Knocksedan Estate, Waterside, Baskin Lane, Back Road in Malahide and Drumnigh Road.
- Direct service from Kinsealy to City Centre.
- Direct service from Kinsealy to Dublin Airport, via Portmarnock, the Coast Road, Biscayne and Malahide.
- Direct service from Portmarnock to City Centre at non-peak times.
- Direct service from Portmarnock to Sutton, to facilitate the use of the DART.
- Direct service from Swords to City Centre, via Dublin Airport, Stockhole Lane, Northside Shopping Centre, Beaumont Hospital, Artane Castle Shopping Centre and Malahide Road.
- Extension of proposed route D3 to Swords, via Feltrim Road and Drynam Road.
- Inclusion of Montgorry Way into proposed route 281.
- Increase frequency of proposed routes 81 and 380.
- Increase frequency of services to universities.
- Rerouting of proposed route 380 to include Dublin Road and Back Road.
- Rerouting of proposed route D2 from to travel towards Northside, turn onto Oscar Traynor Road and then turn right at Tonglegree Junction instead of circling Stardust Memorial Park.
- Service provision to Anovo Nursing Home in Swords.

➤ Additional comments or queries included:

- Route Error: respondent believed buses would be unable to turn at St. Margaret's Road facing Malahide train station.



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# MAYNOOTH

- This area covers the community of Maynooth.
- There were 67 submissions from the Maynooth area, of which 56 respondents made additional comments.
- The most frequently referenced current bus routes were the 66a, 66x and 67.
- Few respondents referenced specific proposed bus routes
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network.
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Access to schools and colleges.
- Specific local area issues included:
  - Access to Confey College for students
  - Buses at capacity by Liffey Valley.

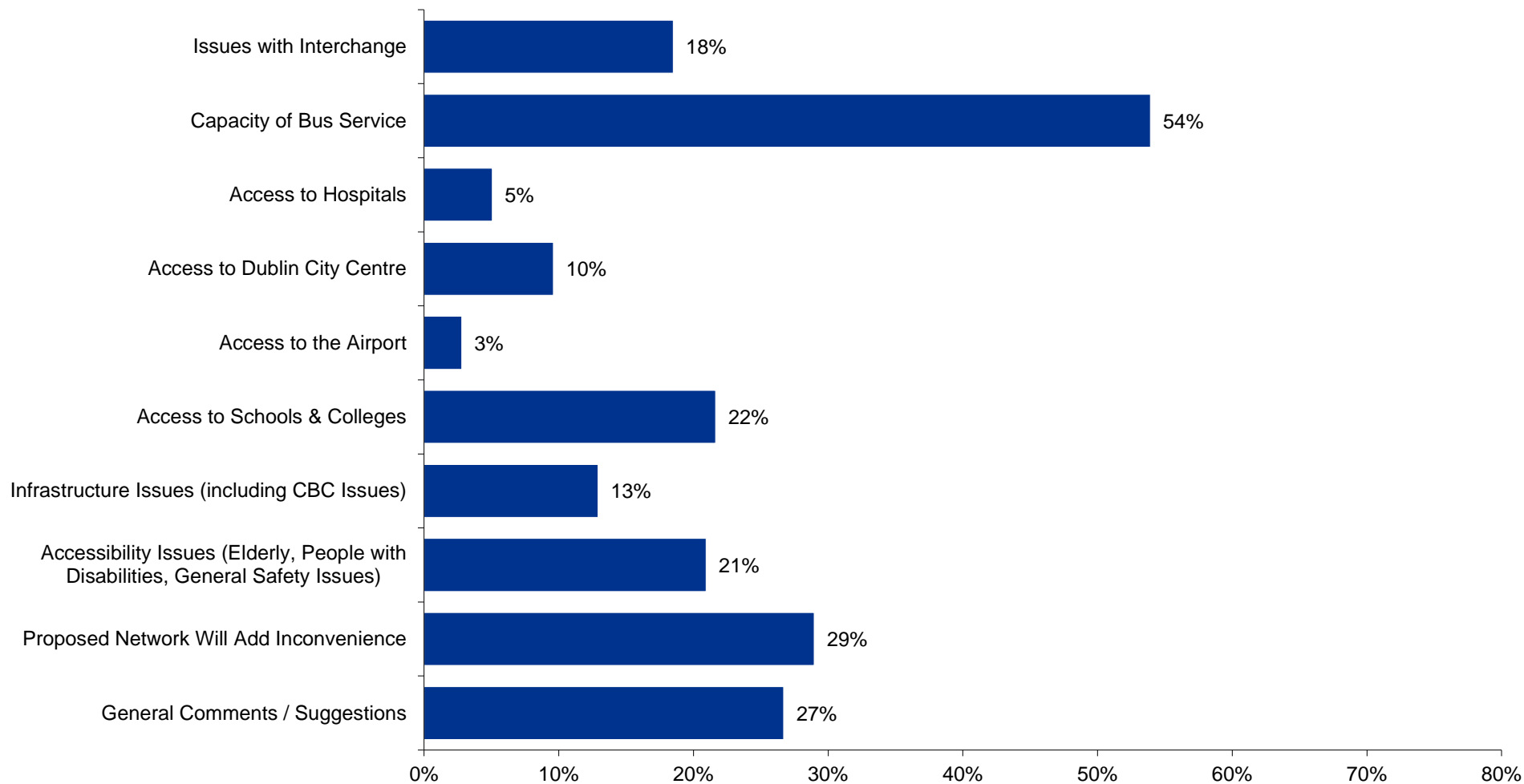


# MAYNOOTH

➤ Route suggestions or route requests from respondents included:

- Buses in Maynooth should come out the Moyglare Road.
- C4 should be extended to Maynooth.
- Extend Route 66 to serve the Rathcoffey Road and Newtown Hall.
- Route Maynooth to Baggot Street.
- Route to Celbridge to Dublin City Centre.
- Route to Maynooth to Confey College.
- Route to Maynooth to Tallaght.

-



## Note

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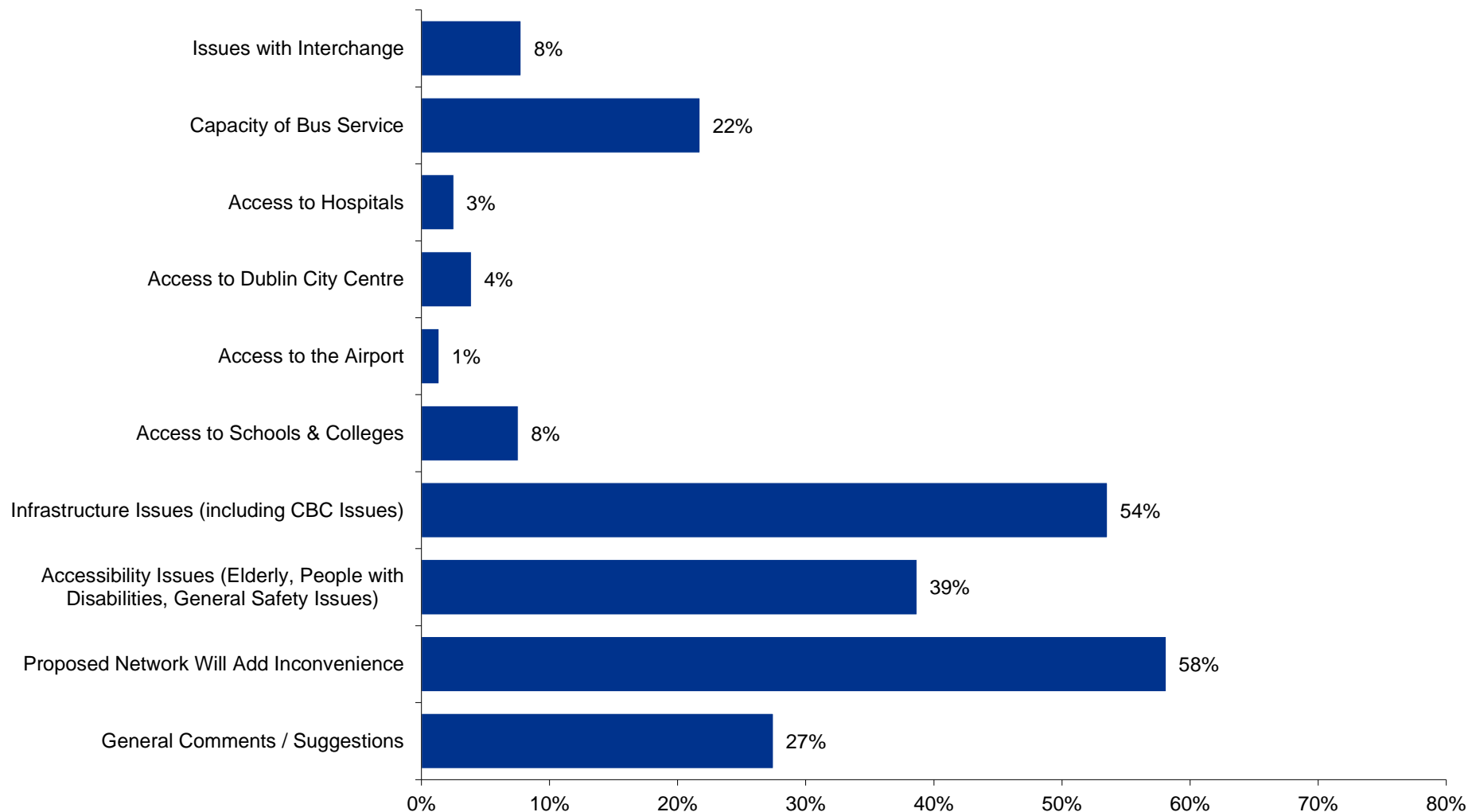
# RATHFARNHAM

- This area covers the communities of Rathfarnham, Whitechurch, Ballyboden, Templeogue, Terenure and Knocklyon.
- There were 714 submissions from the Rathfarnham catchment area, of which 573 respondents made additional comments.
- The most frequently referenced current bus routes were the 15a, 15b and 16.
- Few respondents referenced specific proposed bus routes
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network.
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) General comments and suggestions.
- Specific local area issues included:
  - Concerns that Ballyboden area is neglected.
  - Access to UCD for students.
  - Concerns on the impact of bus routes on Highfield Road/ Rathgar Road intersection.

# RATHFARNHAM

➤ Route suggestions or route requests from respondents included:

- 235 down to College road and on to Grange road to Dundrum
- A1 should start on Old Court Road
- Ballyboden to Barrow Street
- Extend route 76 to Heuston Station to serve Chapelizod
- Knocklyon to Artane Roundabout
- Orbital bus to UCD
- Orbital route from Walkinstown to Dundrum
- Rathfarnham to Docklands - avoiding town centre
- Rathfarnham to North Wall Quay
- Rathfarnham to Tallaght Hospital
- Rathfarnham to Tenure to Dublin Airport
- Rathmines to Clonskeagh Hospital
- Reroute A spine from Rathfarnham Bus Corridor down to Rathgar Road
- Reroute one A Spine route via Earsfort Terrace to serve the St Stephen's Green area of the city
- Terenure to Donnybrook.



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Rathmines, Ranelagh, Harold's Cross and Milltown.
- There were 469 submissions from the Rathmines catchment area, of which 437 respondents made additional comments.
- The most frequently referenced current bus routes were 15, 15a and 140.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Additional inconvenience.
  - 2) Infrastructure issues
  - 3) Accessibility Issues.
- Specific local area issues included:
  - Concerns on the volume of buses going through Rathgar Village – Rathgar Road, Terenure East and Highfield Road.
  - Requests for an environmental impact assessment and referral to An Bord Pleanala.

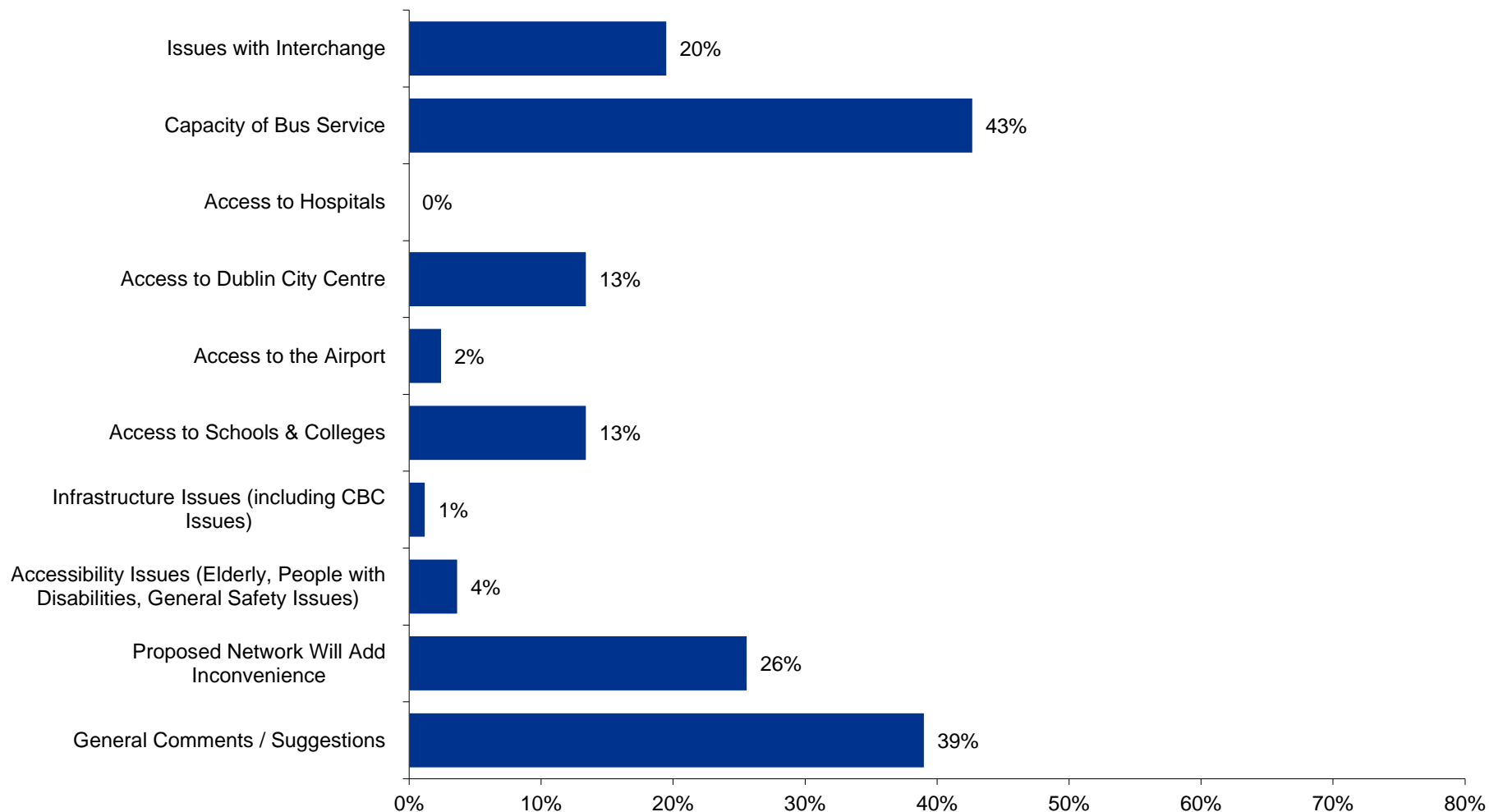
➤ Route suggestions or route requests from respondents included:

- Direct route from Bushy Park Road to the City Centre.
- Direct route from Rathmines area Dublin 6 to Dun Laoghaire Blackrock area.
- Direct route from Trinity Hall in Rathmines to Trinity.
- Increase orbital routes or connections.
- Limit bus corridor on Kimmage Road to peak times.
- Merge routes 35 and 36.
- Merge the G and H spines and run along Clontarf Rd.
- Replace the 64 (supplemented by extending the N2) and 290.
- Retain existing cycle provision along the Lower Kimmage Road.
- Route the 35 route via Dunsink Lane/River Road; potentially replace the proposed 36 route.
- Route from Airport to Stephen's Green.
- Route from Harold's Cross through Christ Church Phibsborough that avoids College Green.
- Route from Ranelagh to Connolly Station.
- Route from Rathmines to Goatstown.
- Route going east towards the Lesson St, Baggot St, Grand Canal Area.
- Route some of the 15 peak hour services on the B/E spine along the B spine or route 10/11/12 route corridors instead.
- Route some of the 27 peak hour services on the C spine along the G spine instead
- Route the 14 bus along Palmerston Park, onto Cowper Road and then onto Rathmines Road Upper.
- S4 route to finish at St. Vincent's Hospital.

➤ Additional comments or queries included:

- Route design query on O/S2 routes at Heuston Station.
- 264 route at Littlepace requires a new bus gate.
- S4 route through UCD requires a new bus gate.
- N2 at Broomsbridge is two-way but the road is one-way.





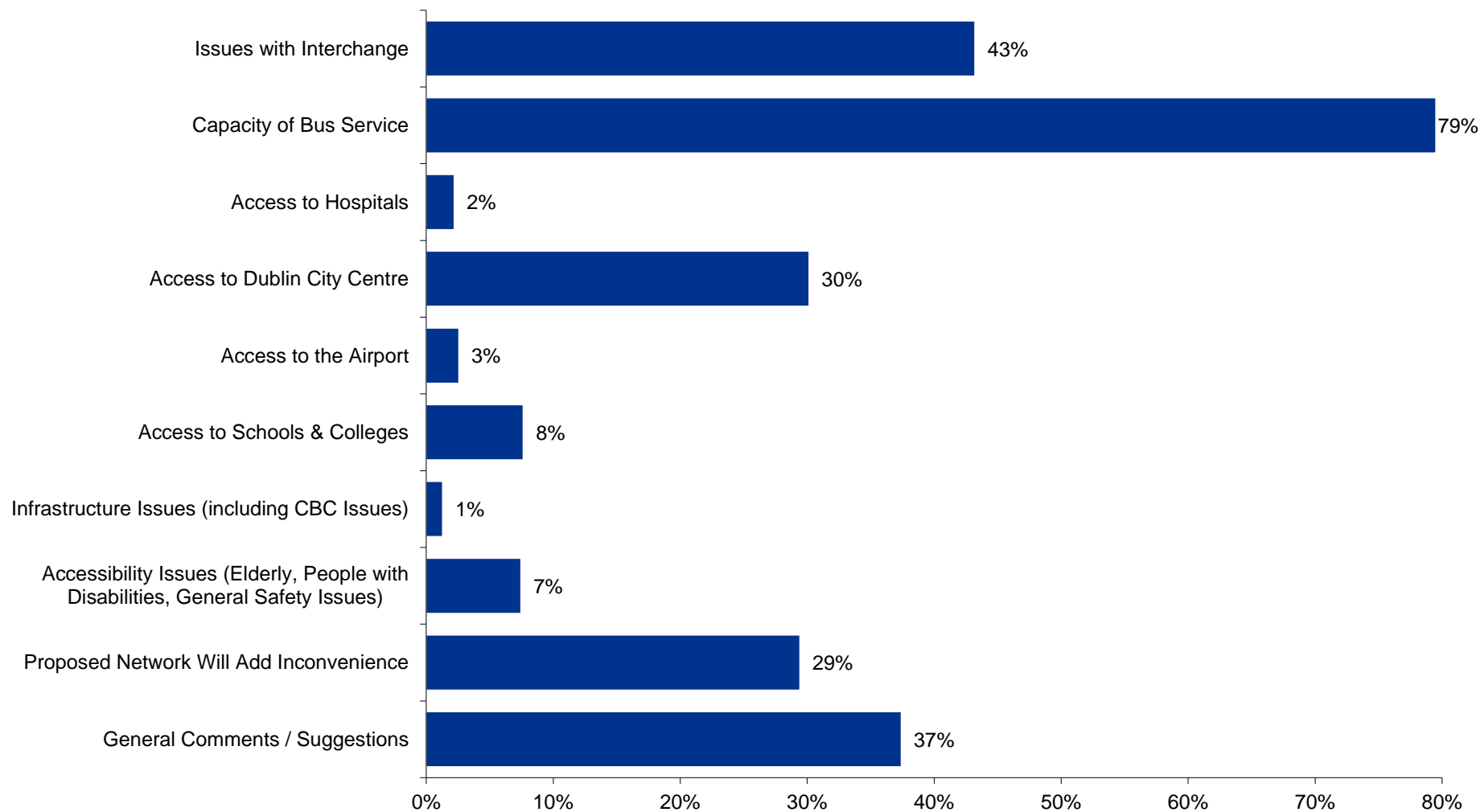
## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Saggart, Rathcoole, Citywest, Blessington and Newcastle.
- There were 95 submissions from the Saggart catchment area, of which 82 respondents made additional comments.
- The most frequently referenced current bus routes were the 65b, 68 and 69.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) General comments and suggestions.
  - 3) Additional inconvenience.
- Specific local area issues included:
  - Concerns on level of connectivity for Rathcoole.
  - Concerns on levels of connectivity for Newcastle.

➤ Route suggestions or route requests from respondents included:

- Direct service from Citywest to City Centre.
- Direct service from Citywest to Clondalkin.
- Direct service from Leixlip to City Centre.
- Direct service from Newcastle to City Centre.
- Direct service from Newcastle to Saggart, to provide access to the Luas.
- Direct service from Rathcoole to Liffey Valley, via Saggart, Fortunestown Lane, Citywest Shopping Centre, Brookfield and Lucan.
- Direct service from Tallaght to Maynooth University.
- Direct service from Tallaght to Swords.



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

- This area covers the communities of Skerries, Lusk and Rush.
- There were 580 submissions from the Skerries catchment area, of which 551 respondents made additional comments.
- The most frequently referenced current bus routes were the 33, 33a and 33x.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Issues with interchange.
  - 3) General comments and suggestions.
- Specific local area issues included:
  - Increasing populations in Balbriggan, Rush and Lusk and insufficient capacity to meet the increasing demand.
  - Concerns over interchanges at Swords.

➤ Route suggestions or route requests from respondents included:

*Direct/Express route requests:*

- Balbriggan to airport
- Balbriggan, Rush, Lusk, and Skerries going to city centre
- Dublin airport to Blanchardstown
- Skerries to Balrothery

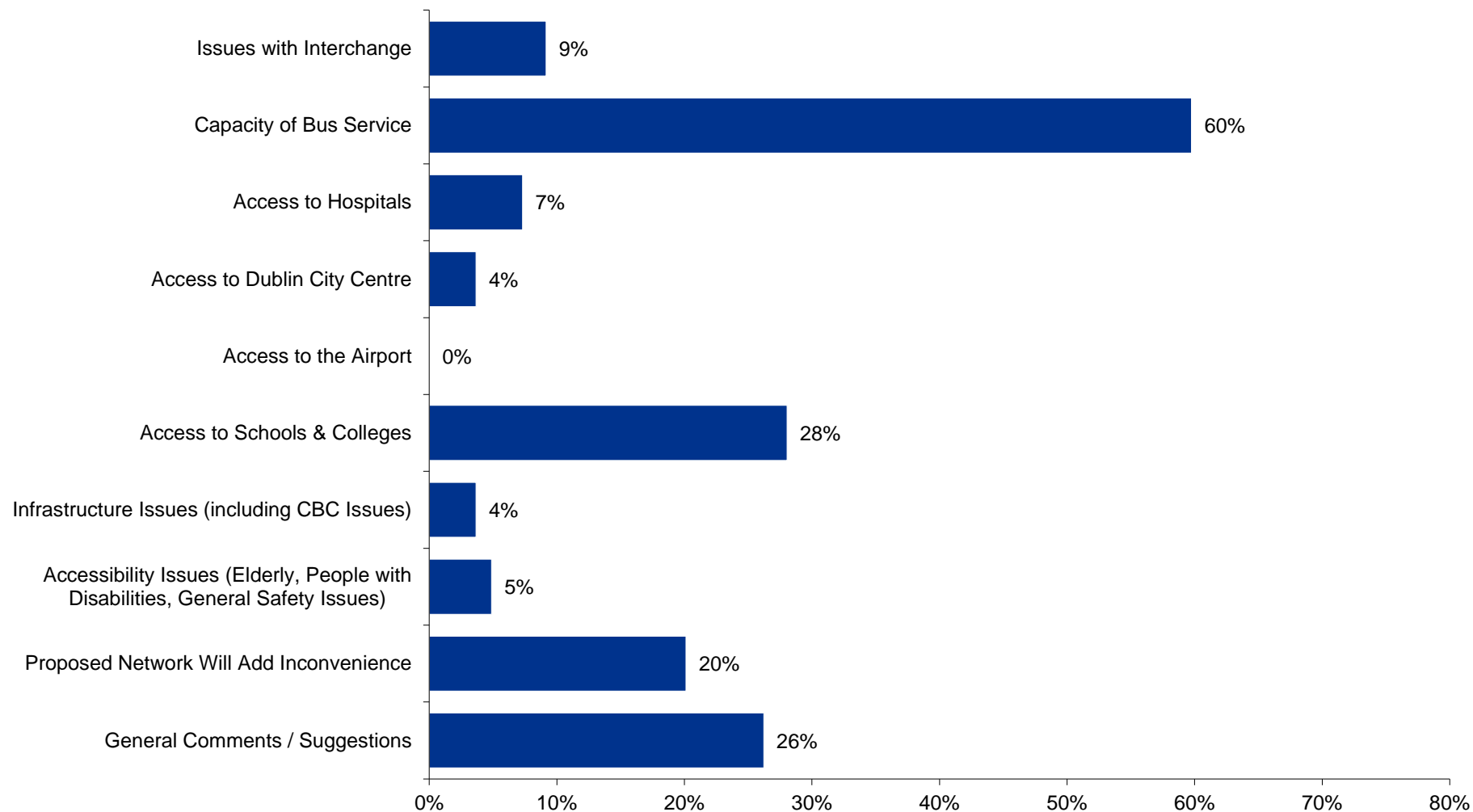
*Route Requests:*

- Additional orbital dial routes
- Airport to Rush
- Balbriggan to UCD
- Balgriffin to Dublin airport
- Fingal county council to Blanchardstown
- Howth to Lucan
- Naul to Swords
- North Fingal-Beaumont area to hospital
- Rush to Lusk
- Skerries to airport
- Skerries to Lusk
- Skerries to Rush

*Extend routes:*

- 285 route to stop at Millfield shopping centre
- Extend routes to Balrothery
- Extend routes to the North of Balbriggan

# STILLORGAN



## Note

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# STILLORGAN

- This area covers the communities of Stillorgan, Cabinteely and Carrickmines
- There were 190 submissions from the Stillorgan catchment area, of which 164 respondents made additional comments.
- The most frequently referenced current bus routes were the 46a, 47 and 145.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Access to schools and colleges.
  - 3) General comments and suggestions.
- Specific local area issues included:
  - Concerns on impact of abolition of route 47 on access to schools.
  - Access to UCD.



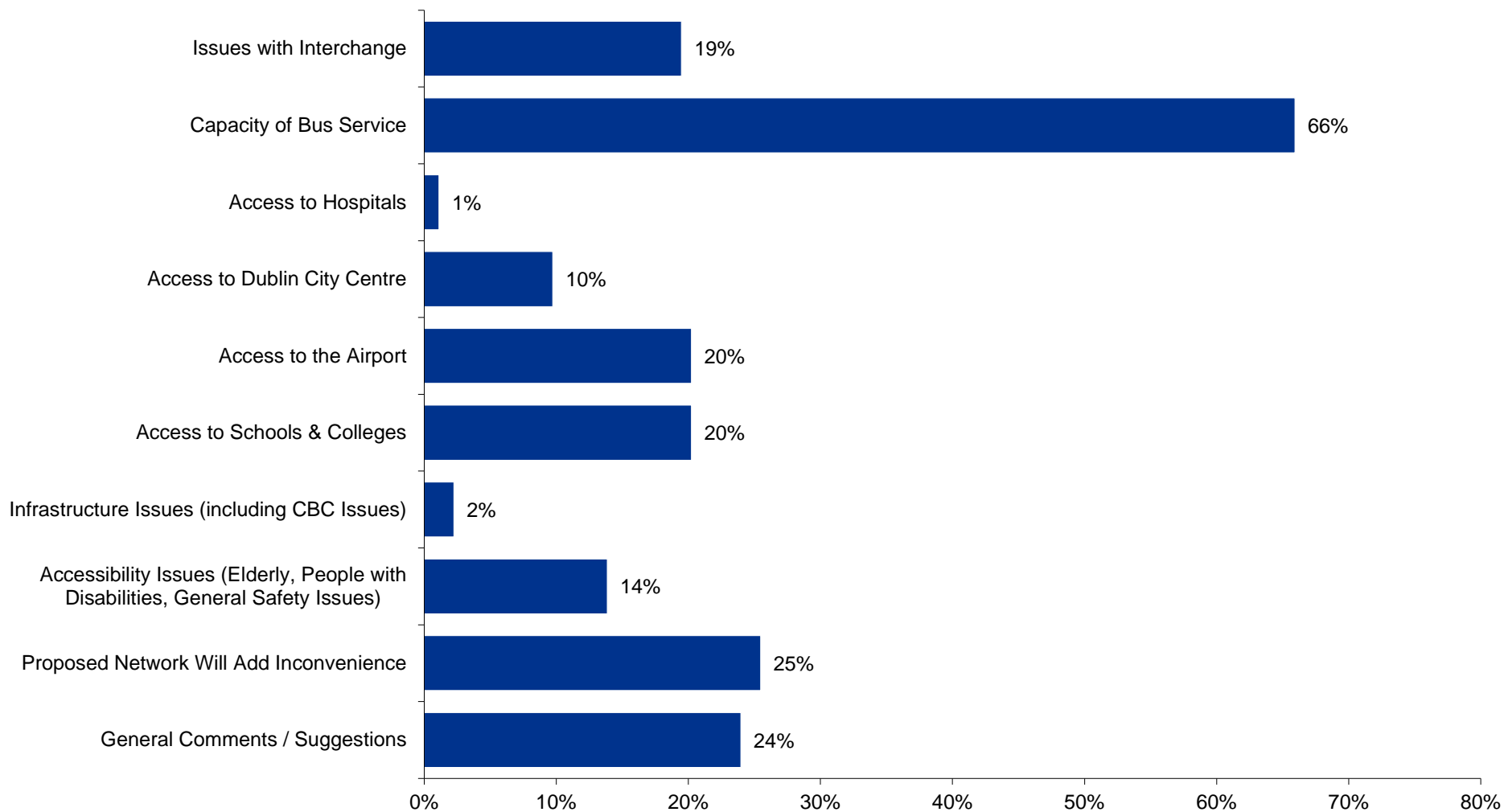
➤ Route suggestions or route requests from respondents included:

Route Requests:

- Connections to Dundrum
- Cornelscourt Hill to Monkstown and Blackrock
- Cornelscourt Hill to Westminster Road
- East to West routes
- Heuston Station to UCD
- Leopardstown to Blackrock
- Leopardstown/Ballyogan to Stillorgan
- Sandyford to Blackrock
- South West to South East
- Stillorgan to Blackrock
- To Dun Laoghaire
- UCD to Ranelagh
- UCD to RDS.

Increased service requests:

- 84X, 63A, 75, 47, 213, UCD
- To Cabinteely
- To Docklands and Grand Canal area
- To Leopardstown Business Park



## Note

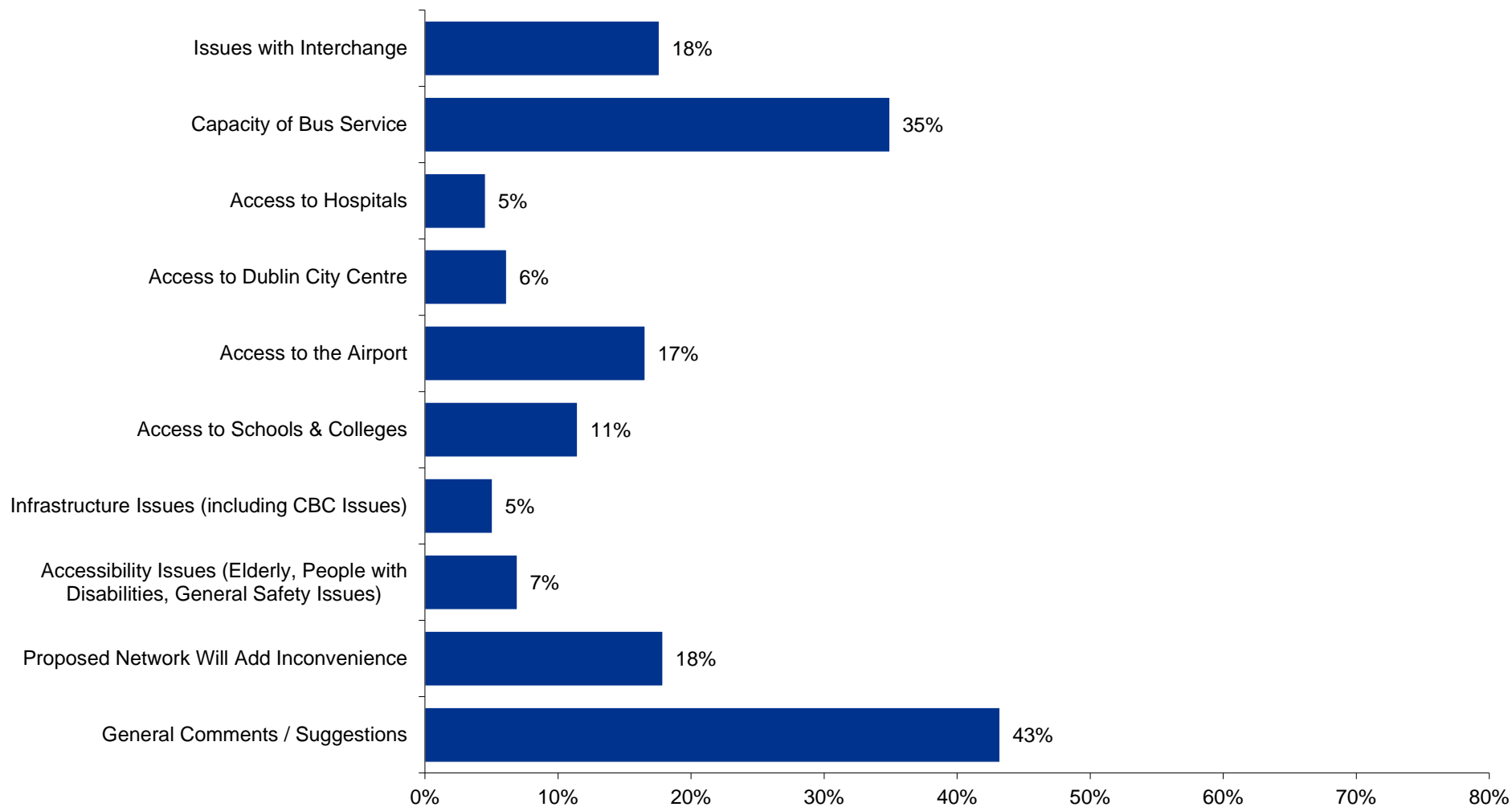
Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# SUTTON

- This area covers the communities of Sutton, Howth, Baldoyle, Bayside and Kilbarrack.
- There were 285 submissions from the Sutton catchment area, of which 267 respondents made additional comments.
- The most frequently referenced current bus routes were the 31, 31a and 102.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network.
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) General Comments and suggestions.
- Specific local area issues included:
  - Concerns on connectivity to Howth, Sutton and Swords.

➤ Route suggestions or route requests from respondents included:

- Baldoyle to Howth.
- Bus to Sutton Dart Station.
- Howth to DCU.
- Route 102 to go around the hill of Howth.
- Route the H2 (Malahide) or the H3 (Howth - Thornmanby Road) from the city centre to its destination along the Clontarf Road.
- Sutton to Airport.
- Sutton to Howth.
- Sutton to Malahide.



## Note

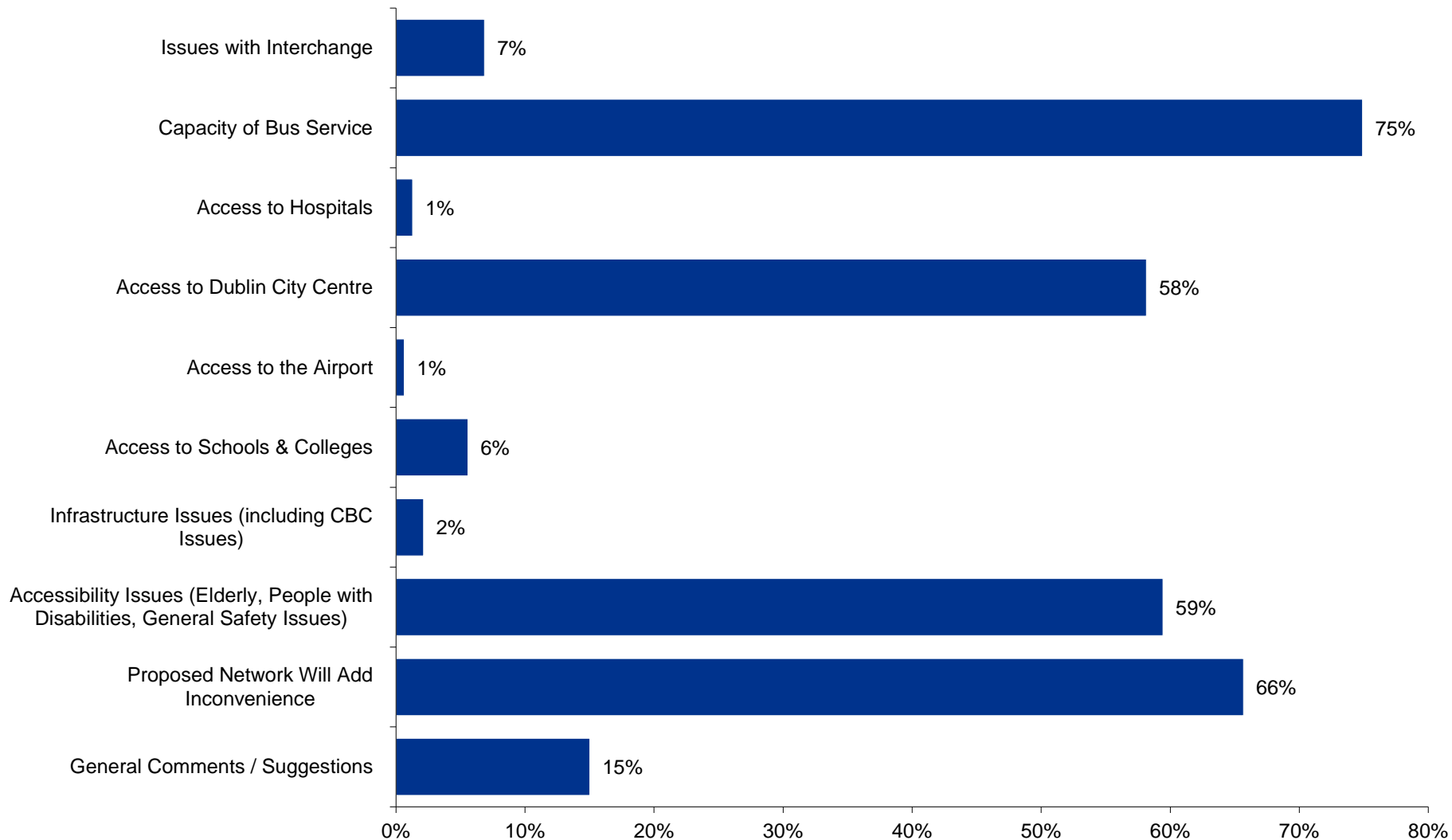
Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.

# SWORDS

- This area covers the communities of Swords, Rolestown, Donabate, and Portrane.
- There were 429 submissions from the Swords catchment area, of which 375 respondents made additional comments.
- The most frequently referenced current bus routes were the 33b, 41 and 41c.
- Few respondents referenced specific proposed bus routes.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network.
  - 1) General comments and suggestions.
  - 2) Capacity of bus service.
  - 3) Additional inconvenience and issues with interchange.

➤ Route suggestions or route requests from respondents included:

- 41/41c to service Knocksedan Estate
- Bus coming from Balbriggan to town through Donabate and Portrane
- Bus to Belheary area of swords
- Bus to Dublin Airport
- Bus to Oldtown
- Commence the D3 route in Swords business Park
- Extend the D4 route so that it also serves the Swords Road and Coolock Lane
- Reroute 197 via Oldtown
- Reroute 281 along Borimhe to the airport
- Service provision to Garristown, Ballyboughal, Coolque
- Swords to Beaumont hospital
- Swords to Blanchardstown
- Swords to Finglas
- Swords to UCD.
- Terminus for 33b to be turning circle at the Burrow, Portrane.



**Note**

Respondents' submissions could contain more than one theme, therefore percentages will sum to more than 100.



# TALLAGHT

- This area covers the communities of Tallaght and Firhouse.
- There were 505 submissions from the Tallaght catchment area, of which 466 respondents made additional comments.
- The most frequently referenced current bus routes were the 15A, 27 and 175.
- The most frequently referenced proposed bus route was the D4.
- The consultation process identified the following most frequently referenced issues with the draft BusConnects Dublin Network:
  - 1) Capacity of bus service.
  - 2) Additional inconvenience.
  - 3) Accessibility issues .

➤ Route suggestions or route requests from respondents included:

- Commence route 27 route at Citywest and continue onto Blessington Road and Jobstown.
- Direct service from Ballycullen to Dundrum, via Rathfarnham and Ballinteer, to provide access to the Luas.
- Direct service from Cheeverstown Road to City Centre.
- Direct service from Firhouse to Kingswood, via Tallaght and Kilnamanagh.
- Direct service from Firhouse to Rathmines, via Terenure and Rathgar.
- Direct service from Greenhills to Rathmines, via Terenure and Rathgar.
- Direct service from Killinarden to Citywest.
- Direct service from St. Peter Road to Dundrum, via Templeville Road, to provide access to the A Spine.
- Direct service from St. Peter's Road to Dundrum.
- Direct service from Tallaght to Cherrywood.
- Direct service from Tallaght to Lucan, via Killinarden, Citywest and Saggart.
- Direct services to Tallaght Hospital.
- Extension of proposed route 15 to Ballycullen.
- Increase orbital services.
- Increase services for Old Court Road, including extension of some services to Dodderbrook Estate.
- Installation of bus lanes in Knocklyon to facilitate proposed A1 route or reroute this route to Ballycullen Road and Firhouse Road, where bus lanes are already in place.
- Reroute proposed route 15 to Stanaway Road to provide greater coverage.
- Reroute proposed route 347 during peak times to Seskin View Road, Spawell, Wellington Lane and St Peter Road to facilitate school children.
- Reroute proposed route S4 to Walkinstown Roundabout to link with the D Spine.
- Service provision in Killinarden Estate.



# Appendix 1

# THEMES

Theme	Types of Comments
General Comments / Suggestions	<ul style="list-style-type: none"> <li>Respondent is unhappy but not giving a reason why they are unhappy.</li> <li>Respondent is satisfied/ happy with the new bus routes/proposals.</li> <li>Issues and queries associated with the consultation/proposals.</li> <li>Specific requests and/or route suggestions.</li> </ul>
Proposed Network will Add Inconvenience	<ul style="list-style-type: none"> <li>Complaints about the length of their journey under the new scheme; longer travel time; waiting times.</li> <li>Complaints about now having to walk further as a result of proposed changes.</li> <li>Complaints about the bus route going through congested areas / adding to congestion.</li> <li>Impact of changes will discourage use of public transport and encourage/result in more people travelling by private car.</li> </ul>
Accessibility Issues (Elderly, Disabled, General Safety)	<ul style="list-style-type: none"> <li>Changes present challenges to specific groups and impact their accessibility to public transport.</li> <li>Concerns on safety issues e.g. at interchanges, due to traffic volumes etc.</li> </ul>
Infrastructure Issues (incl. CBC issues)	<ul style="list-style-type: none"> <li>Concern that existing roads cannot cope with current level of traffic; lack of bus lanes; CPO issues; planning requirements; road infrastructure review is a separate exercise; (safe) accessibility to bus/Luas; facilities at hubs; road widths, bus lanes, multilane roads in residential areas; negative environmental impact.</li> </ul>
Access to the Airport	<ul style="list-style-type: none"> <li>Requiring greater connectivity to the airport, preference for a direct route.</li> </ul>
Access to the City Centre	<ul style="list-style-type: none"> <li>Requiring greater connectivity to the city centre, preference for a direct route.</li> </ul>
Access to the Schools and Colleges	<ul style="list-style-type: none"> <li>Requiring greater connectivity to schools and colleges, preference for a direct route.</li> </ul>
Access to Hospitals	<ul style="list-style-type: none"> <li>Requiring greater connectivity to hospitals, preference for a direct route.</li> </ul>
Capacity of Bus Service	<ul style="list-style-type: none"> <li>Objections to abolition/replacement of routes.</li> <li>Concerns on frequency of service/off-peak provision.</li> <li>Complaints about the buses being too full and/or unable to stop because they are at full capacity.</li> </ul>
Issues with Interchange	<ul style="list-style-type: none"> <li>Needing to take more than one bus and/or bus and other mode of transport e.g. Luas or train.</li> <li>Lack of integration between different modes/interchange routes.</li> </ul>



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BusConnects Final Route Numbers	2018 Route Numbers	Terminus 1	Terminus 2
A1	A1	Beaumont Hospital	Ballycullen
A2	A2	Dublin Airport	Dundrum
A3	A3	Shanowen Road	Tallaght
A4	A4	Swords Manor	Dundrum
B1	B1	Ongar	UCD
B2	B2	Littlepace	UCD
B3	B3	Hollywoodrath	Dun Laoghaire
B4	B4	Blanchardstown Centre	Killiney SC
C1	C1	Adamstown Station	Sandymount
C2	C2	Adamstown Station	Sandymount
C3	C3	Maynooth	Ringsend Bus Garage
C4	C4	Celbridge	Ringsend Bus Garage
D1	D1	Clongriffin Station	Foxborough
D2	D2	Clarehall	Citywest
D3	D3	Clongriffin Station	Deansrath
D4	D4	Santry	Ellensborough
D5	D5	Blunden Drive	Tallaght
E1	E1	Northwood	Ballywaltrim
E2	E2	Charlestown SC	Dun Laoghaire
F1	F1	Charlestown SC	Tallaght
F2	F2	Charlestown SC	Spawell
F3	F3	Charlestown SC	Limekiln
G1	G1	Red Cow Luas	Spencer Dock
G2	G2	Liffey Valley	Spencer Dock
H1	H1	Clongriffin Station	Abbey Street
H2	H2	Malahide	Abbey Street
H3	H3	Howth Summit	Abbey Street
O	O	Heuston Station	Heuston Station
N2	N2	Heuston Station	Clontarf Road Station
N4	N4	Blanchardstown Centre	Spencer Dock
N6	N8	Finglas	Kilbarrack
N8	n/a	Blanchardstown Centre	Clongriffin Station
S2	S2	Heuston Station	Sean Moore Road
S4	S4	Liffey Valley	UCD
S6	S6	Tallaght	Blackrock Station
S8	S8	Citywest	Dun Laoghaire
W2	W2	Liffey Valley	Tallaght
W4	W4	Blanchardstown Centre	Tallaght
W6	W8	Maynooth	Tallaght
6	80	Howth Station	Abbey Street
8	96	Beaumont Hospital	Abbey Street
10	64	Clontarf	Abbey Street
19	94	Dublin Airport	Parnell Square
20	81	Malahide	Abbey Street
21	83	Seatown	Abbey Street
22	82	Applewood	Merrion Square
23	7	Charlestown SC	Merrion Square
24	8	Dublin Airport	Merrion Square
34	34	Blanchardstown Centre	Burlington Road
35	35	Blanchardstown Centre	Burlington Road
36	36	Ashtown	Lansdowne Road
37	39	Blanchardstown Centre	Burlington Road
48	97	Ashington	Parnell Square
52	76	Intel Leixlip	Ringsend Bus Garage
60	95	Red Cow Luas	Spencer Dock

BusConnects Final Route Numbers	2018 Route Numbers	Terminus 1	Terminus 2
71	20	Tallaght	East Wall
72	22	Children's Hospital Crumlin	East Wall
73	23	Walkinstown	Marino
74	24	Dundrum	Poolbeg Street
75	93	Rathcoole	Dublin Port
80	14	Ballinteer	Liffey Valley
81	n/a	Limekiln	Ringsend Bus Garage
82	15	Killinarden	Ringsend Bus Garage
85	16	Tallaght	Parnell Square
86	10	Ticknock	Mountjoy Square
87	11	Belarmine	Mountjoy Square
88	12	Enniskerry	Mountjoy Square
98	98	Loughlinstown	Mountjoy Square
L1	201	Newcastle	Bray
L2	202	Newtownmountkennedy	Bray
L3	204	Greystones	Greystones
L11	211	Kilmacanogue	Dun Laoghaire
L12	212	Ballywaltrim	Bray
L13	213	Kilternan	Ringsend Bus Garage
L14	214	Ballywaltrim	Palermo
L15	215	Shop River	Bray
L21	221	Killiney	Dun Laoghaire
L22	222	Bride's Glen	Dun Laoghaire
L25	225	Dundrum	Dun Laoghaire
L26	226	Kilternan	Blackrock
L27	227	Ballyogan	Dun Laoghaire
L33	198	Glencullen	Dundrum
L35	235	Rockbrook	Dundrum
L44	244	Ballymore Eustace	Tallaght
L51	251	Adamstown Station	Liffey Valley
L52	252	Adamstown Station	Blanchardstown Centre
L53	253	Adamstown Station	Liffey Valley
L54	254	River Forest	Red Cow Luas
L56	256	Newcastle	Red Cow Luas
L58	258	Leixlip Confey Station	Hazelhatch & Celbridge Station
L59	259	Leixlip Confey Station	Hazelhatch & Celbridge Station
L61	261	Blanchardstown Centre	Blanchardstown Centre
L62	262	Broombridge	Blanchardstown Centre
L63	263	Damastown	Blanchardstown Centre
L64	264	Dunboyne	Blanchardstown Centre
L80	280	DCU	Clongriffin Station
L81	281	Sutton	Dublin Airport
L82	282	Swords	Beaumont Hospital
L83	283	Portrane	Dublin Airport
L85	285	Balbriggan	Dublin Airport
L89	196	Swords	Finglas
L91	n/a	Sherriff Street	Abbey Street
197	197	Ashbourne	Swords
P11	311	Shankill	Townsend Street
P12	312	Dalkey	Townsend Street
P13	313	Kilternan	UCD
P16	316	Whitechurch	UCD

BusConnects Final Route Numbers	2018 Route Numbers	Terminus 1	Terminus 2
P18	318	Whitechurch	Townsend Street
P29	321	Adamstown Station	Merrion Square
P43	345	Ballyknockan	Townsend Street
P44	344	Ballymore Eustace	Townsend Street
P63	363	Damastown	Abbey Street
P64	364	Dunboyne	Merrion Square
P65	365	Diswellstown	Merrion Square
X1	301	Kilcoole	Townsend Street
X2	302	Newcastle	Townsend Street
X25	325	Maynooth	Merrion Square
X26	326	Maynooth	UCD
X27	327	Celbridge	UCD
X28	328	Celbridge	UCD
X30	322	Adamstown Station	UCD
X31	323	Leixlip	Merrion Square
X32	324	Leixlip	Merrion Square
X47	347	Kiltipper	Townsend Street
X55	355	Clondalkin	Ringsend Bus Garage
X56	356	Newcastle	Ringsend Bus Garage
X58	393	Rathcoole	Ringsend Bus Garage
X61	360	Ongar	Ringsend Bus Garage
X62	362	Ongar	Merrion Square
X76	385	Skerries	UCD
X77	380	Portmarnock	UCD
X78	381	Malahide	UCD
X79	382	Applewood Swords	UCD
X83	383	Portrane	UCD
X84	384	Knocksedan	UCD





National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20

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



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