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Finglas to  
Phibsborough

# Draft Preferred Route Options Report

November 2020



Project Ireland 2040  
*Building Ireland's Future*

# BUS CONNECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY.

# Contents

<b>Glossary of Technical Terms .....</b>	<b>1</b>
<b>Executive Summary .....</b>	<b>2</b>
Conclusion of Review for the Emerging Preferred Route .....	2
Preferred Route Option Refinement .....	2
Preferred Route Option Adjustments in Section 1: St. Margaret's Road to Slaney Road .....	2
Preferred Route Option Adjustments in Section 2: Slaney Road to Hart's Corner .....	2
Finglas to Phibsborough CBC Draft Preferred Route Summary .....	3
<b>1. Introduction and Background .....</b>	<b>4</b>
1.1. Introduction .....	4
1.2. Background .....	5
1.3. Report Structure .....	7
<b>2 Planning and Policy Context .....</b>	<b>8</b>
2.1. Transport Strategy for the Greater Dublin Area, 2016-2035 .....	8
2.2. Greater Dublin Area Cycle Network Plan .....	8
2.3. Development Plan, Local Area Plans and Strategic Development Zones .....	8
2.4. The Aim of the Bus Connects Core Bus Corridor Infrastructure Works .....	9
2.5. The Core Bus Corridor Scheme Objectives .....	10
<b>3. Background and Public Consultation .....</b>	<b>11</b>
3.1. Finglas to Phibsborough Core Bus Corridor Feasibility and Options Assessment Report and Emerging Preferred Route .....	11
3.2. First Non-Statutory Public Consultation – Emerging Preferred Route .....	11
3.3. Development of the Draft Preferred Route Option .....	11
3.4. Second Non-Statutory Public Consultation – Draft Preferred Route Option .....	12
<b>4. The Study Area .....</b>	<b>13</b>
4.1. Introduction .....	13
4.2. Study Area Sections .....	13
4.3. Physical Constraints and Opportunities .....	14
4.4. Integration with Existing and Proposed Public Transport Network .....	14
4.5. Compatibility with Other Road Users .....	15
<b>5. Review of the Emerging Preferred Route .....</b>	<b>18</b>
5.1. Introduction .....	18
5.2. Route Options Assessment Methodology .....	18
5.3. Review of Core Bus Corridor Route Options Assessment .....	20
5.4. Conclusion of the Route Options Assessment .....	24
5.5. Public Consultation No.1 for the Emerging Preferred Route .....	25
5.6. Conclusion of the Emerging Preferred Route Review .....	25
<b>6. Preferred Route Option Refinement .....</b>	<b>26</b>
6.1. Review of Section 1 – St. Margaret's Road to Slaney Road junction .....	26
6.1.1. Northbound Bus Lane in Section 1 – Mellows Road to St. Margaret's Road .....	27
6.1.2. Cycle Tracks in Section 1 – Wellmount Road to Old Finglas Road .....	28
6.1.3. Extension of Northbound Cycle Track to Mellows Road in Section 1 .....	30
6.1.4. Conclusions for the Draft Preferred Route Option in Section 1 .....	31
6.2. Review of Section 2 – Slaney Road to Hart's Corner .....	32
6.2.1. Car Park at Finglas Road at Glasnevin Cemetery .....	32

6.2.2. Road Widening on Finglas Road South.....	33
6.2.3. Cycling Facilities in Section 2 at Hart's Corner.....	35
6.2.4. Trees on Prospect Way.....	38
6.2.5. Conclusions and Draft Preferred Route Option for Section 2.....	39
<b>7. Draft Preferred Route Option .....</b>	<b>40</b>
7.1. Draft Preferred Route Option in Section 1: St. Margaret's Road to Slaney Road .....	40
7.2. Draft Preferred Route Option in Section 2: Slaney Road to Hart's Corner .....	40
7.3. Finglas to Phibsborough Preferred Route Summary.....	41
<b>8. Next Steps .....</b>	<b>42</b>
<b>Appendices.....</b>	<b>43</b>

Appendix A – Multi-Criteria Assessments

Appendix B – Draft Preferred Route Option Maps

Appendix C – Feasibility Study and Options Assessment Report

Appendix D – Emerging Preferred Route Option Brochure

# Glossary of Technical Terms

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**Signal Controlled Bus Priority** - Signal Control Bus Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed, the general traffic will then be allowed through the lights

**Bus Gate** – A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

**Cycle Lane** – A cycle lane is a lane on the carriageway that is reserved either exclusively or primarily for cycling and is separated from general traffic or bus lanes by road markings.

**Cycle Track** – A cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb.

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

**Quiet Street Treatment** – Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

**Protected Junctions** - Refers to junctions, which provide physical kerb buildouts to protect cyclists through the junction.

Due to the inherently complex nature of mixed mode movements at junctions, the provision for cyclists at junctions is a critical factor in managing conflict and providing safe junctions for all road users. As such, this is the preferred layout for signalised junctions as part of the CBC Infrastructure Works.

**Greenway** – A greenway is a recreational corridor for non-motorised journeys,

developed in an integrated manner which enhances both the environment and quality of life of the surrounding area. These routes should meet satisfactory standards of width, gradient and surface condition to ensure that they are both user-friendly and low-risk for users of all abilities.



# Executive Summary

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This report represents the Draft Preferred Route Option assessment undertaken for the Finglas to Phibsborough Core Bus Corridor.

The original Bus Corridor Study Area ran between two sections from Tyrrelstown southwards over a distance of 5.5km to the edge of the M50 motorway, and from the M50 Motorway to Phibsborough over a distance of approximately 5km. The study area included in the Feasibility Study & Options Assessment Report was generally developed to include the main trip generators between Tyrrelstown and Phibsborough. The study area lies within the administrative area of Fingal County Council [Section 1] and Dublin City Council [Section 2].

This report addresses the potential routes from Finglas to Phibsborough, which is the portion of Core Bus Corridor that is included in the BusConnects Infrastructure Works.

## Conclusion of Review for the Emerging Preferred Route

This Draft Preferred Route Option Report confirms that the previous Route Selection Study reached the appropriate conclusion for the Emerging Preferred Route for the Finglas to Phibsborough Core Bus Corridor.

From the feedback received in Public Consultation No.1 it is evident that some aspects of the design proposals merit reconsideration and possible adaptation to address the concerns raised. Proposed refinements to the design proposals are outlined in Section 6 of this report.

## Preferred Route Option Refinement

A full review was undertaken of the previous design proposals as published for the Emerging Preferred Route. This review was informed by additional technical information and the feedback received from Public Consultations.

### Preferred Route Option Adjustments in Section 1: St. Margaret's Road to Slaney Road

- a) An additional 400m length of northbound bus lane from Mellows Road to St. Margaret's Road will be provided by converting the existing left traffic lane instead of road widening.
- b) Segregated cycle tracks will be provided on the existing road carriageway with the existing verges and trees to be retained.
- c) The northbound cycle track has been extended by 250m northward from Church Street to Mellows Road.

### Preferred Route Option Adjustments in Section 2: Slaney Road to Hart's Corner

The Emerging Preferred Route has been adjusted to adopt the following changes in the Draft Preferred Route Option:

- a) Reduced land acquisition impacts, particularly at houses with short driveways.
- b) Improved parking facilities at Glasnevin.
- c) All existing mature trees to be retained on Prospect Way.
- d) Segregated two-way cycle track on Prospect Way.

## Finglas to Phibsborough CBC Draft Preferred Route Summary

The Draft Preferred Route for the Finglas to Phibsborough Core Bus Corridor is approximately 4.2 km long from end to end. The updated concept scheme design drawings show the extent of the infrastructure proposed to deliver this CBC.

The proposed route will provide the following improvements for bus priority:

- In the southbound direction towards the city centre there is existing bus priority provision over 78% of the route length, and this will increase to 100% through the removal of left turn pockets within the bus lanes and continuous bus lanes.
- In the northbound direction from the city centre there is existing bus priority provision over 54% of the route length, and this will increase to 100% through the removal of left turn pockets within the bus lanes and continuous bus lanes.

The proposed route will provide the following improvements for cyclists:

- Segregated cycle tracks, generally 2m wide, in both directions over 3.2km of the route to upgrade and replace the existing cycle lanes, narrow cycle tracks and facilities shared with pedestrians.
- The cycling facilities will be extended from 62% of the length in the southbound direction and 79% in the northbound direction. A number of key gaps in the routes will be removed, including at Hart's Corner where cyclists must share bus lanes or traffic lanes at present.
- A two-way cycle facility on Prospect Way and continued along Prospect Road will improve connectivity for cyclists through Hart's Corner.
- Minimised interactions with buses, particularly at bus stops, and general traffic through protected junction layouts.



Lucan to City Centre Core Bus Corridor.  
Liffey Valley to City Centre Core Bus Corridor.  
Clondalkin to Drimnagh Core Bus Corridor.  
Greenhills to City Centre Core Bus Corridor.  
Tallaght to Terenure Core Bus Corridor.  
Kimmage to City Centre Core Bus Corridor.  
Rathfarnham to City Centre Core Bus Corridor.  
Bray to City Centre Core Bus Corridor.  
UCD Ballsbridge to City Centre Core Bus Corridor.  
Blackrock to Merrion Core Bus Corridor; and  
Ringsend to City Centre Core Bus Corridor

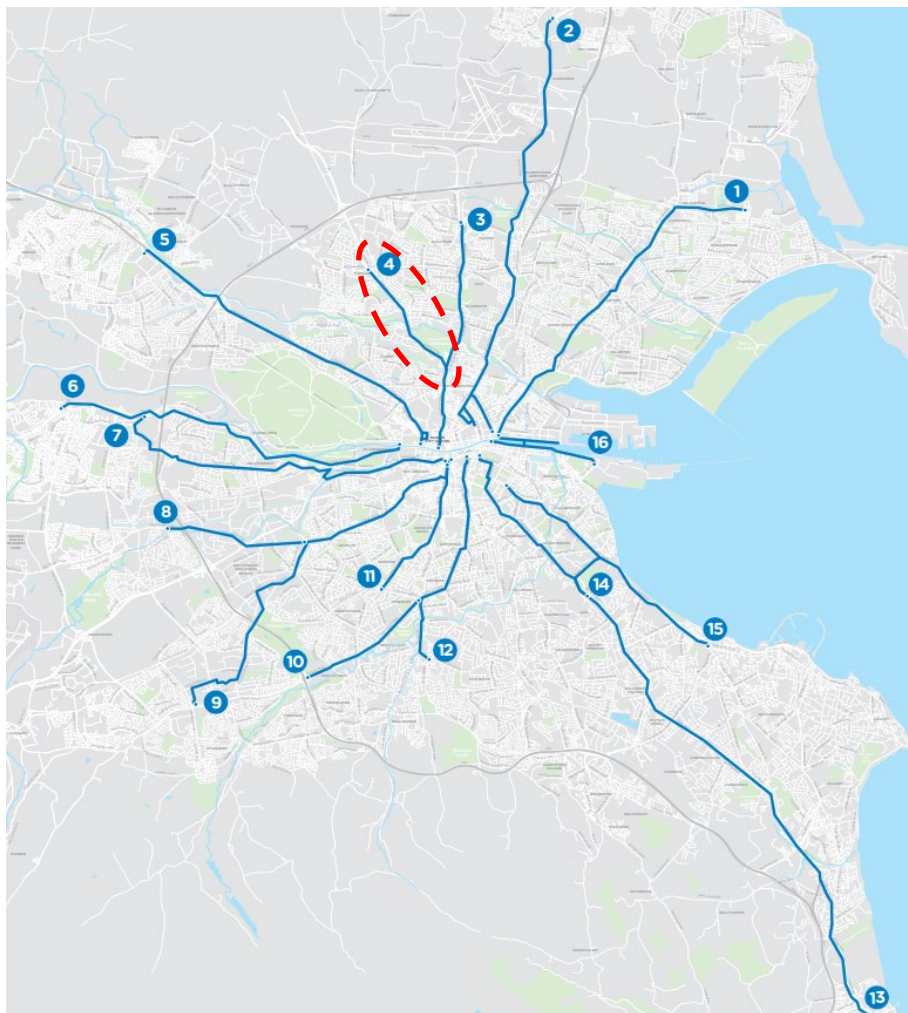
## 1.2. Background

The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

The objectives are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements.
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable.
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets.
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks.
- Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services. and
- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

In June 2018, the National Transport Authority (NTA) published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of a CBC network across Dublin. The 'Finglas to Phibsborough CBC' is identified in this document as forming part of the radial Core Bus Network, as shown in red on **Figure 1.2**.



**Figure 3.2 - Radial Core Bus Network in the GDA Transport Strategy**

Following this, a public consultation for the sixteen radial CBCs took place on a phased basis from November 2018 until May 2019. As part of this process the 'Finglas to Phibsborough Core Bus Corridor CBC Feasibility Study and Options Assessment Report' was published, which identified feasible options along the corridor, assessed these options and arrived at an Emerging Preferred Route (EPR) Option. Submissions were invited from the public to provide comment on the EPR Option proposals and to inform subsequent design stages. A second round of public consultation commenced on 4<sup>th</sup> March 2020 and ran until the 17<sup>th</sup> of April 2020 when submissions were once again invited from the public on the draft Preferred Route Option.

This Draft Preferred Route Option Report has been prepared for the Finglas to Phibsborough Core Bus Corridor, which built on the previously published Feasibility Study and Options Assessment Report.

The Study Area Analysis and Multi Criteria Analysis for the previously proposed feasible route options are considered to still be valid unless otherwise detailed and updated in this Draft Preferred Route Option Report. Any additional design work or optioneering has been assessed against the previously identified Emerging Preferred Route, or the full list of options in the previous Multi Criteria Analyses. Additional design development has been detailed in this Report and updated Draft Preferred Route Option Concept Design Drawings as being based on the following:

- Updated topographical survey information.
- Output from engagement and consultation activities on the Emerging Preferred Route Option and draft Preferred Route Option proposals.
- Clarifications of the previous assessment in the Feasibility Study and Options Assessment Report.
- Further design development and options assessment.

## 1.3. Report Structure

This report is structured as follows:

- **Chapter 2: Planning and Policy Context** – This chapter outlines the general background information to the proposed CBC network. It also outlines the policy context in which the CBC was developed and presents the concept of the CBC network as outlined in the Transport Strategy for the Greater Dublin Area 2016-2035 (NTA 2015) and the Bus Connects Core Bus Corridor Infrastructure Works.
- **Chapter 3: Background and Public Consultation** – This chapter outlines the summary of the first and second public consultation.
- **Chapter 4: Study Area and Route Options** – In this chapter, the study area for the CBC is detailed. Scheme specific constraints and opportunities are discussed. The integration of the scheme with existing and planned transport networks is considered, along with considerations of the scheme for other road users.
- **Chapter 5: Review of The Feasibility Study and Options Assessment Report** – This chapter is a summary of the options assessment that was previously carried out in each section of the previous Feasibility and Options Report. An assessment has been made on the previous options assessment and the emerging preferred route and outlines the issues and material changes in each section resulting from the design development as explained in section 1.2.
- **Chapter 6: Refined Route Options Assessment** – This chapter summarises the section of the previous option report that has been reviewed for material change. Other optioneering have been considered and Draft Preferred Route Option summarised.
- **Chapter 7: Draft Preferred Route Option** – This chapter gives the overall conclusions of the scheme options assessment process and identifies and describes the draft Preferred Route Option.
- **Chapter 8: Next Steps** – This chapter details the “next steps” in the delivery of this CBC.

## 2 Planning and Policy Context

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This chapter summarises a review of transport and planning policy which is relevant to the route selection process for the CBC.

### 2.1. Transport Strategy for the Greater Dublin Area, 2016-2035

The CBC Infrastructure Works has evolved from and is a key component of the 'Transport Strategy for the Greater Dublin Area 2016-2035' (the 'GDA Transport Strategy'), the purpose of which is *"to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods"*.

The strategy identifies a "Core Bus Network", representing the most important bus routes within the Greater Dublin Area, generally characterised by high passenger volumes, frequent services and significant trip attractors along the routes. The identified core network comprises sixteen radial bus corridors, three orbital bus corridors and six regional bus corridors.

The GDA Transport Strategy states that it is intended to provide continuous bus priority, as far as is practicable, along the core bus routes.

This will result in a more efficient and reliable bus service with lower journey times, increasing the attractiveness of public transport in these areas and facilitating a shift to more sustainable modes of transport.

The Finglas to Phibsborough CBC (the CBC) is identified as an enabling element as part of the CBC Infrastructure Works.

### 2.2. Greater Dublin Area Cycle Network Plan

The Greater Dublin Area Cycle Network Plan was adopted by the NTA in early 2014 following a period of consultation with the public and various stakeholders. This plan forms the strategy for the implementation of a high quality, integrated cycle network for the Greater Dublin Area.

There are a number of primary and secondary cycle routes identified along the CBC. During the earlier assessment process which identified the CBC EPR Option, the provision of these cycle routes was considered at all stages. Therefore, as part of the options assessment process, any upgrading of infrastructure to provide bus priority also needs to consider and provide for the required cycling infrastructure, where practicable, to the appropriate level and quality of service (as defined by the NTA National Cycle Manual) required for primary and secondary cycle routes.

### 2.3. Development Plan, Local Area Plans and Strategic Development Zones

#### Dublin City Council Development Plan (2016 – 2022)

The current Development Plan for Dublin City Council (DCC) came into effect on 21<sup>st</sup> October 2016. The DCC Development Plan recognises the challenge that Transport has in making an important contribution to make towards achieving a sustainable city. These key challenges for the City are outlined as follows:

- *Effective integration of land-use and transportation, and the management of access and mobility.*
- *Pro-active engagement and collaboration with communities to bring about further modal shift and effective mobility management.*
- *The expansion of the strategic cycle network along all major water bodies including the River Liffey and the canals.*
- *Improving the city centre environment for pedestrians through public realm enhancements and through improvement of the strategic pedestrian network.*

- *Ensuring maximum benefits are achieved from public transport improvements including Luas cross-city and the anticipated Bus Rapid Transit network.*
- *Managing city centre road-space to best address the competing needs of public transport, pedestrians, cyclists, and the private car.*
- *Increasing significantly the existing mode share for active modes, i.e. walking and cycling, and supporting the forthcoming National Policy Framework for Alternative Fuels Infrastructure.*

Therefore, sustainable forms of transport such as public transport, walking, and cycling are strongly promoted in this plan, which takes a pro-active approach to influencing travel behaviour and effective traffic management.

**Table 3.1: DCC Development Plan Policies for Modal Change and Active Travel aligned with the proposed development**

<b>Movement and Transport: Promoting Modal Change and Active Travel</b>	
MT2	Whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government's 'Smarter Travel' document and in the NTA's draft transport strategy are key elements of this approach.

**Table 3.2: DCC Development Plan Policies for Public Transport aligned with the proposed development**

<b>Movement and Transport: Public Transport</b>	
MT3	To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.
MT4	To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.
MT5	To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.
MT6 (i)	To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.

## 2.4. The Aim of the Bus Connects Core Bus Corridor Infrastructure Works

The aim of BusConnects is to transform Dublin's bus system, with the Core Bus Corridor (CBC) project aiming to provide 230 km of dedicated bus lanes and 200 km of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. This project is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040, bringing it to almost 1.55 million.

Across Dublin, 67% of public transport journeys each day are made by bus, carrying three and four times the number of passengers that travel on the LUAS or DART and commuter rail. The popularity of cycling to work has also increased in popularity, up by 43% since 2013. Through the development of continuous bus priority and



segregated cycle lanes we can meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for this growing numbers of cyclists.

## **2.5. The Core Bus Corridor Scheme Objectives**

The aim of the Proposed Project is to transform the bus system to provide better services to more people. There are nine objectives underpinning this aim:

- a) Reduce reliance on private car transport for all trips
- b) Increase the number and variety of destinations served by the bus system
- c) Maximise the people carrying capacity of existing transport corridors
- d) Integrate technology to improve the public transport system and to enhance customer experiences
- e) Enhance the safety and security of the bus system
- f) Improve bus journey times and reliability
- g) Reduce barriers to using the bus system
- h) Simplify interchange between bus services and with other transport modes
- i) Enable Project Ireland 2040 strategic outcomes and deliver on relevant Climate Action targets.

### **3. Background and Public Consultation**

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#### **3.1. Finglas to Phibsborough Core Bus Corridor Feasibility and Options Assessment Report and Emerging Preferred Route**

In early 2016, the NTA initiated plans to develop the network of Core Bus Corridors identified in the GDA Transport Strategy. As part of this body of work, the 'Finglas to Phibsborough Core Bus Corridor CBC Feasibility Study and Options Assessment Report' was prepared which identified feasible options along the corridor, assessed these options and arrived at an Emerging Preferred Route (EPR) Option. These proposals formed the basis for the first Non-Statutory Public Consultation on the Core Bus Corridor.

#### **3.2. First Non-Statutory Public Consultation – Emerging Preferred Route**

The first non-statutory public consultation on the BusConnects Core Bus Corridor Emerging Preferred Routes took place on a phased basis and ran until the 31st May 2019. The consultation for the Finglas route was in Phase 3 from 26<sup>th</sup> February 2019 to 31<sup>st</sup> May 2019.

In total 33 submissions were received from 30 separate parties in relation to the Finglas corridor.

These submissions ranged from individual submissions by residents, commuters, local representatives, various associations, and private sector businesses. A brief summary of the feedback received on the Finglas to Phibsborough CBC during the public consultation is presented in this section of the report. While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

- 1) Impact on trees.
- 2) Land Acquisition / CPO concerns
- 3) Environmental impacts.
- 4) Cycle Facilities.
- 5) Traffic and Access impacts
- 6) Safety and Pedestrian facilities

Further detail on these issues can be found in the Finglas to Phibsborough Core Bus Corridor Emerging Preferred Route First Non-Statutory Public Consultation Report (March 2020).

#### **3.3. Development of the Draft Preferred Route Option**

Following the first non-statutory public consultation, a review was undertaken of the scheme proposals along the route based on the following new information which was available for consideration:

- Detailed topographical survey along the route corridor.
- Submissions received during the first non-statutory public consultation; and
- Issues raised during meetings with community forum, resident groups, and one-on-one meetings with directly impacted property owners.

As part of this review, several new options were developed for consideration in specific areas where issues were identified. These new options were subject to further options assessment (as detailed in Section 6 of this report) to identify the draft Preferred Route Option (PRO). The selected draft PRO identified formed the basis for the second non-statutory public consultation in March / April 2020.

The key changes adopted in the draft Preferred Route Option were as follows:

- a) The proposed road layout along the Finglas Road dual carriageway was adjusted to retain almost all existing trees in the median and verges.

- b) The previously proposed road widening along Finglas Road south of Glasnevin Cemetery was reduced with significantly less encroachment into private properties.
- c) At Hart's Corner a two-way segregated cycle track was introduced to bypass the one-way traffic system.

### **3.4. Second Non-Statutory Public Consultation – Draft Preferred Route Option**

The draft Preferred Route option was published in March 2020 and a second round of public consultation took place from 4<sup>th</sup> March 2020 to the 17<sup>th</sup> of April 2020.

Due to Covid-19 restrictions being imposed by Government in mid-March the planned Public Information Events were impacted. Consequently there were 22 submissions received relating to the CBC (compared to 475 submissions following the First Public Consultation).

There were 3 submissions received in which the key issues were:

- 1) Cycling facilities to be of a uniformly high quality and 2m wide rather than 1.5m in places. Link into Finglas Village should be more prominent for continuation northward.
- 2) Concern about intrusion at one property on the western side of Finglas Road at Hart's Corner.

The issues raised during the second public consultation have been considered in the further development of the draft PRO.

Subsequently it was determined by NTA that a third non-statutory public consultation would be conducted prior to finalising the Draft Preferred Route Option.

## 4. The Study Area

### 4.1. Introduction

The original Finglas to Phibsborough Bus Corridor Study Area consisted of two sections extending from Tyrrelstown at the north-western end southwards over a distance of 5.5km to the edge of the M50 motorway, and from there to Phibsborough over a distance of approximately 5km. The study area included in the Feasibility Study & Options Assessment Report, as shown below, was generally developed to include the main trip generators between Tyrrelstown and Phibsborough. The study area lies within the administrative area of Fingal County Council [Section 1] and Dublin City Council [Section 2].

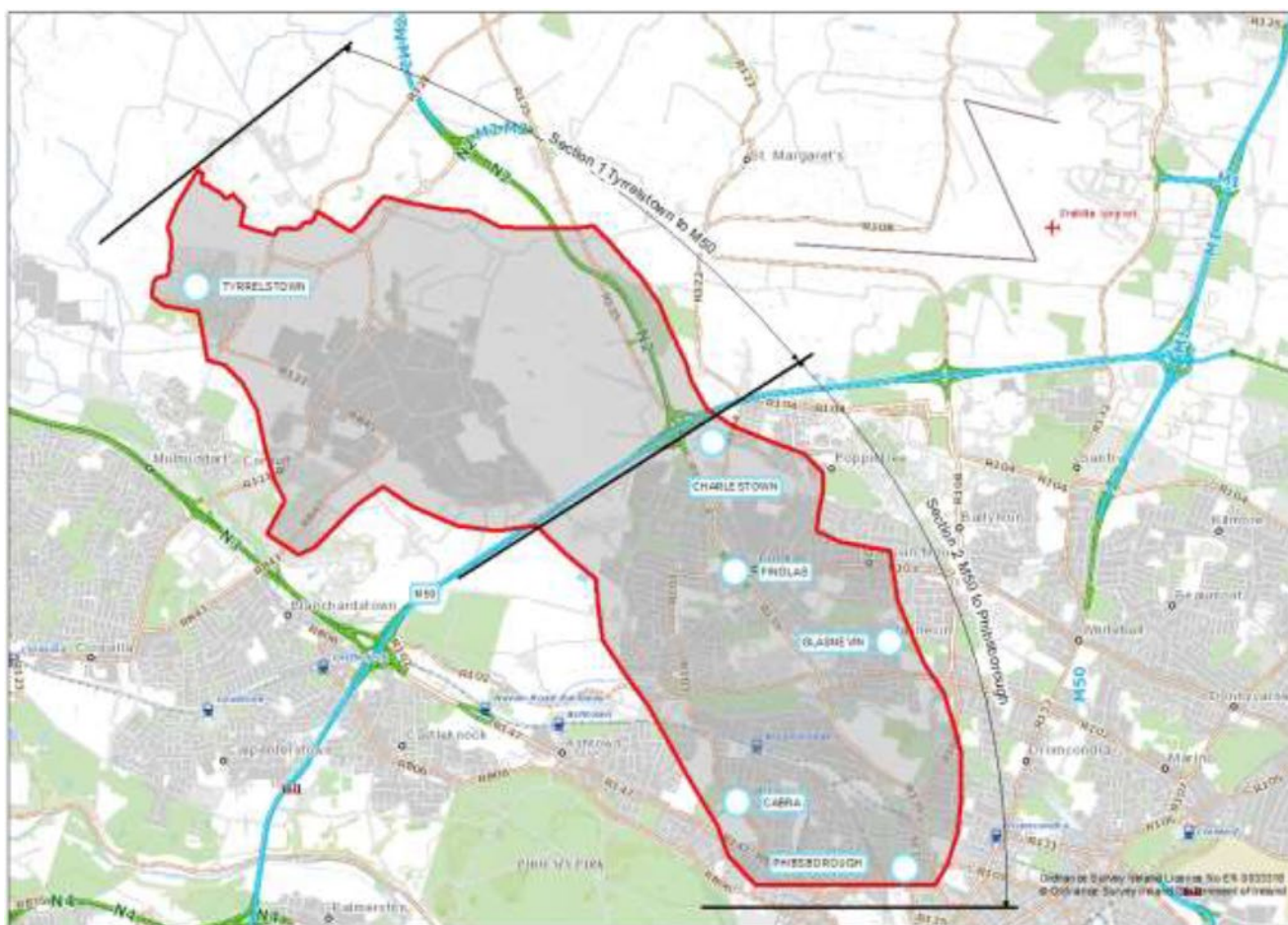


Figure 4.1 – Study Area as defined in the Feasibility Study & Options Assessment Report

### 4.2. Study Area Sections

The proposed Core Bus Corridor No.4 from Finglas to Phibsborough is included in the BusConnects Infrastructure Works, which comprises part of Section 2 as defined in the Feasibility Study & Options Assessment Report. Section 1 of the route between Tyrrelstown to the M50, and the M50 to Finglas portion of Section 2 may be progressed at a later stage.

The route from Finglas to Phibsborough may be considered in 2 further separate sections as follows and as shown on Figure 4.2:

- Section 2.1: R104 St. Margaret's Road Junction to Slaney Road junction over 3.0 km. (In green on Figure 4.2).
- Section 2.2: Slaney Road Junction to Prospect Way (Hart's Corner) over 1.2 km. (In blue on Figure 4.2).

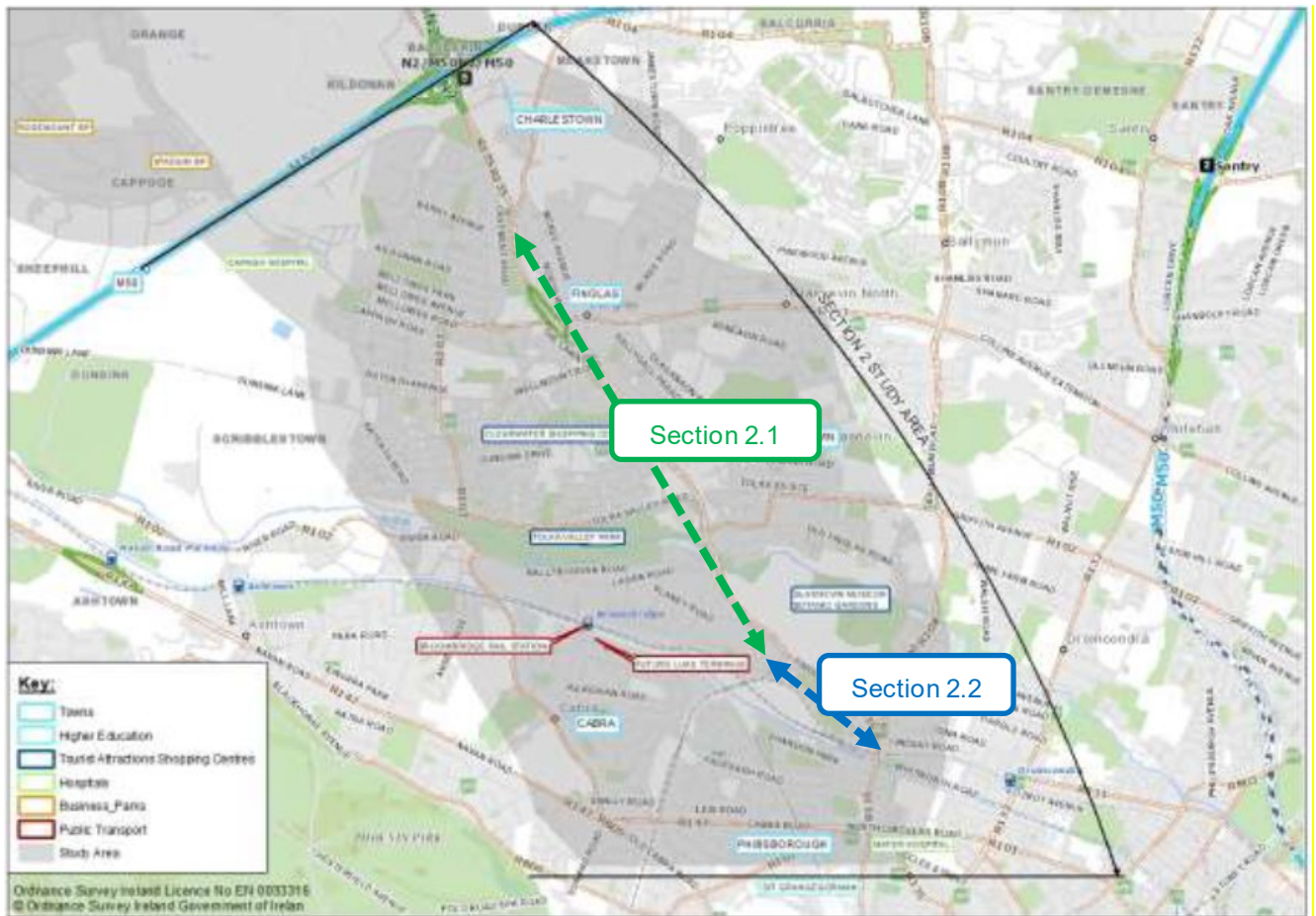


Figure 4.2: Route Sections

### 4.3. Physical Constraints and Opportunities

There are constraints and opportunities, both natural (i.e. existing natural environment) and physical (the built environment), which affect the potential route options for the proposed scheme within the defined study area including:

- 4.1. Much of the route, from Mellows Park to Glasnevin Cemetery, is surrounded by a mature landscaped screening. There is an opportunity to maintain or enhance this landscaping as part of the overall scheme. The landscaping comprises a variety of grass areas, shrubs, and trees, and may be improved upon to provide pollinator friendly type planting.
- 4.2. The road cross section at the Glasnevin Cemetery will be widened on the southern side to accommodate a northbound bus lane, thereby affecting the current parking arrangements. A new offline parking facility is proposed which will require encroachment on the large green area fronting Claremont Lawns.

Space constraints have been identified on approach to Hart's Corner where some encroachment is necessary at private gardens and Saint Vincent's Secondary School car park. The design of the proposed route will be such that the impact on such lands will be minimised as much as possible without compromising the objectives of the scheme.

### 4.4. Integration with Existing and Proposed Public Transport Network

One of the key objectives of the proposed CBC scheme is to enhance interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. Route options within the study area have therefore been developed in so far as possible to seek to provide for improved existing or new interchange opportunities with other transport services including:

- Future interconnection with the proposed LUAS Green Line tram service extension from Broombridge to Finglas at the northern end of the CBC at the junction with Casement Road and St. Margaret's Road.
- Future interconnection with other Orbital Bus Corridor N4 at Mellowes Road.
- Future interconnection with Orbital Bus Corridor N2 at Ballyboggan Road and Old Finglas Road.
- Interconnection with CBC3 from Ballymun to the City Centre at Hart's Corner at the southern end of the Finglas Corridor in Phibsborough.

## 4.5. Compatibility with Other Road Users

A key objective of the proposed scheme is to improve pedestrian and cyclist facilities along the route. In general, segregated facilities should be proposed for these modes.

### Pedestrian Facilities

For pedestrians it is proposed to simplify and shorten the road crossings at major junctions, which can be a barrier to mobility. The design development has also undertaken an audit of the public realm for pedestrians so that necessary improvements can be undertaken through application of *Universal Design* principles to ensure that barriers to mobility are removed for people with mobility and visual impairments.

### Cycling Facilities

The *Greater Dublin Area Cycle Network Plan* was adopted by the NTA in early 2014 and there are several of the proposed cycle routes identified along the *Finglas* Corridor as follows:

- Radial Primary Route 3B along the Finglas Road from Church Street to Hart's Corner.
- Tolka Greenway orbital route NO2
- Feeder routes at Church Street, Tolka Valley Road, and Iona Road, and a minor Greenway through Glasnevin Cemetery
- Orbital Secondary Route NO3 that will meet the corridor at the Old Finglas Road.

During the course of the analysis carried out to identify the preferred core bus corridor, the provision of these cycle routes was considered at all stages. Therefore, as part of the analysis, any upgrading of infrastructure to provide bus priority also provides cycling infrastructure, where practical, to the appropriate level and quality of service (as defined by the NTA National Cycle Manual) required for primary and secondary cycle routes.



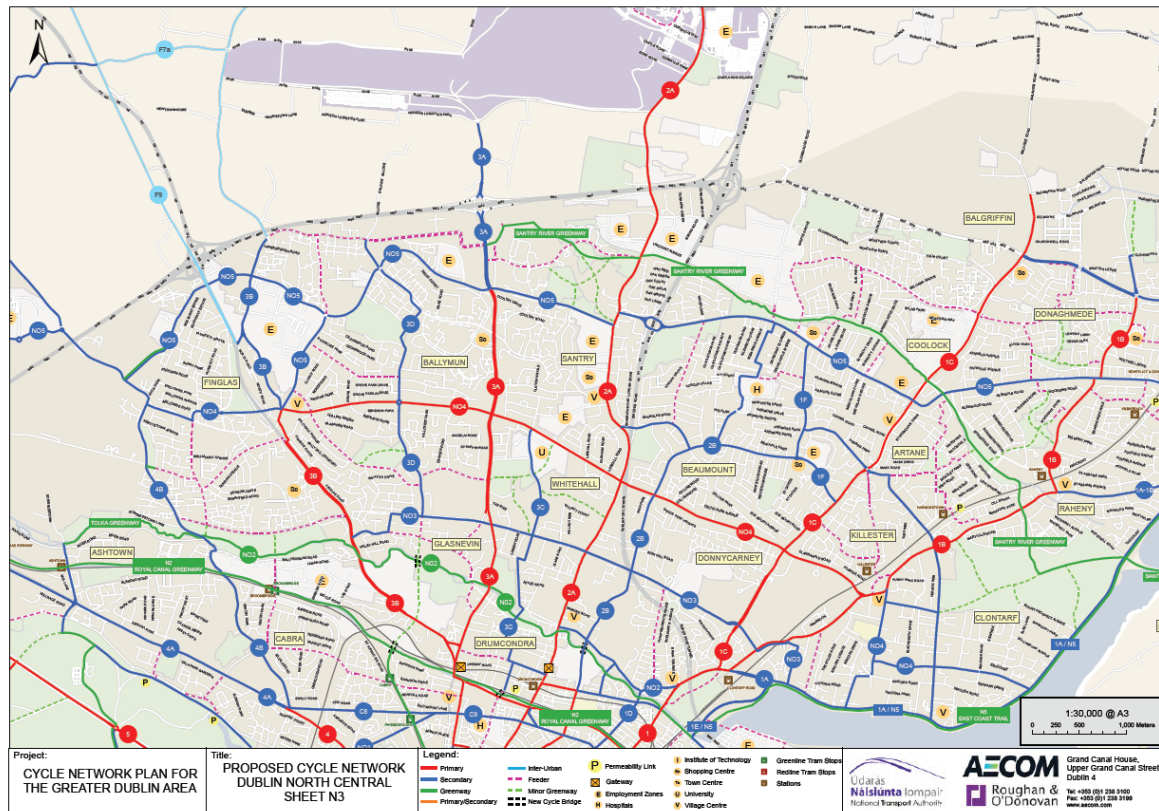


Figure 4.3 – GDA Cycle Network Plan for Central Dublin

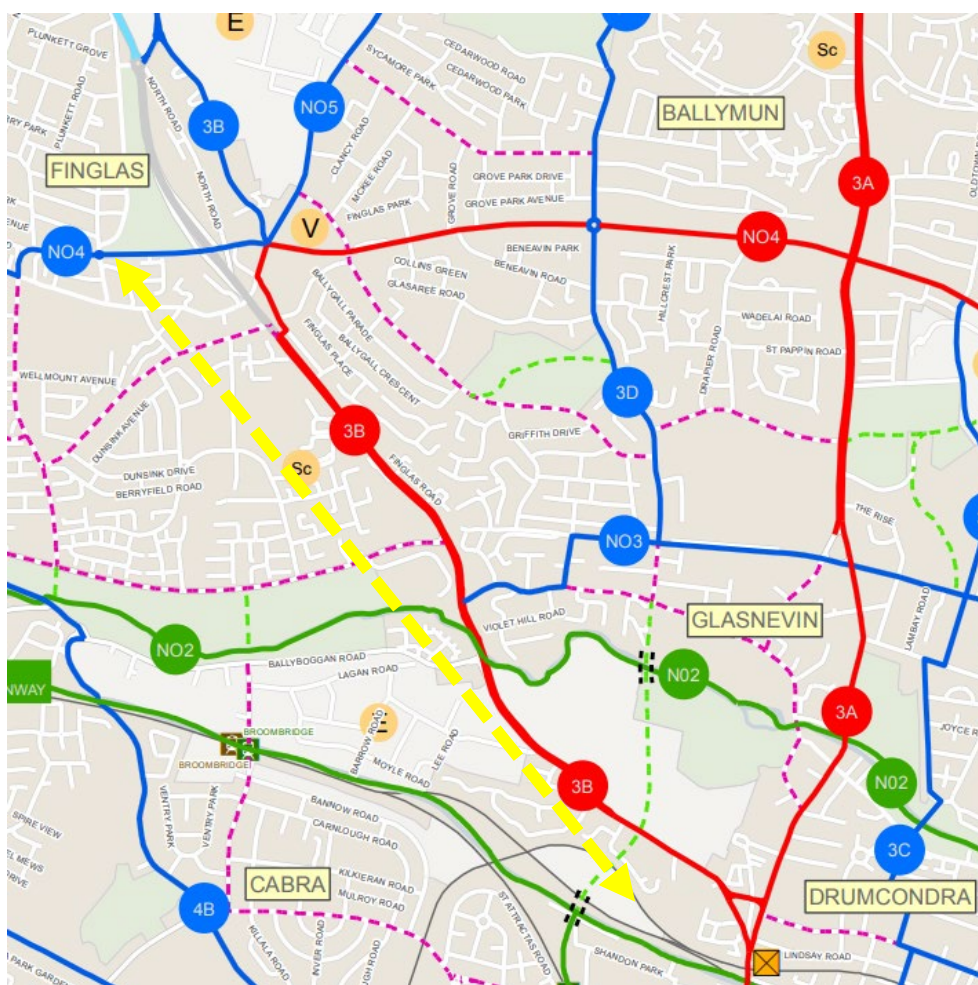


Figure 4.3a – GDA Cycle Network Plan for the Glasnevin/Finglas area of Dublin

In the analysis carried out to identify the preferred core bus corridor, the provision of the associated cycle routes was considered at all stages. This includes provisions for intersections with orbital cycle routes. This element of the proposals has been reviewed carefully in response to submissions that expressed a preference for fully segregated cycle facilities along the route. A two-way cycle route will be provided to allow cyclists to circumvent the one-way traffic system at Hart's Corner around the northern and eastern sides.

### **General Traffic**

Provision of bus priority may result in some impact for general traffic flow and capacity along the CBC corridor necessitated by the reallocation of road space to CBC priority and cycle tracks, and the introduction of necessary bus priority signals in places. Improved facilities for pedestrians will also reduce junction capacity for traffic to an extent. Any necessary reductions in traffic carrying capacity of the road network will be compensated for by the overall planned significant increase in quality and level of service of other modes (including increased capacity provision) on the CBC route once implemented.



## 5. Review of the Emerging Preferred Route

### 5.1. Introduction

The previous Feasibility Study & Options Assessment Report is included in Appendix C. The initial route selection process of the M50 to Phibsborough [Section 2] corridor was assessed as part of an overall network of potential routes along existing streets in a rectangular-shaped corridor up to 3.5 km wide defined by Cappagh Road and Ratoath Road at the western edge, and a less direct combination of Melville Road, Jamestown Road, and Ballygall Road East at the eastern edge. Within this study area the main radial route is Finglas Road.

### 5.2. Route Options Assessment Methodology

The first step in the assessment process was to review the previous Feasibility Study and Options Assessment Report which concluded with the “Emerging Preferred Route” (EPR). Options for the Emerging Preferred Route were previously evaluated through a Multi-Criteria Assessment (MCA) in accordance with the guidance outlined in the Government publication “Common Appraisal Framework for Transport Projects and Programmes” (March 2016). There were 5 criteria applied in the appraisal as follows:

1. Economy
2. Safety
3. Integration
4. Accessibility & Social Inclusion
5. Environment

Under each headline criterion, a set of sub-criteria were assessed as listed in Table 5.1.

**Table 5.1: Assessment Criteria & Sub-Criteria**

Assessment Criteria	Assessment Sub-Criteria
a) Economy	1.a. Capital Cost
	1.b. Transport Reliability and Quality (Bus Journey Time)
b) Integration	2.a. Land Use Integration
	2.b. Residential Population and Employment Catchments
	2.c. Transport Network Integration
	2.d. Cycle Network Integration
	2.e. Traffic Network Integration
c) Accessibility & Social Inclusion	3.a. Key Trip Attractors (Education/Health/Commercial/Employment)
	3.b. Deprived Geographic Areas
d) Safety	Road Safety, especially for Pedestrians & Cyclists
e) Environment	5.a. Archaeology and Cultural Heritage
	5.b. Architectural Heritage
	5.c. Flora & Fauna
	5.d. Soils and Geology
	5.e. Hydrology
	5.f. Landscape and Visual
	5.g. Air Quality
	5.h. Noise & Vibration
	5.i. Land Use & the Built Environment

The criteria and sub-criteria proposed in this supplementary Multi-Criteria Assessment have been standardised for use across the 16 BusConnects corridors.

For each individual assessment sub-criterion considered, routes have been relatively compared against each other based on a five-point scale, ranging from having significant advantages to having significant disadvantages over other route options. For illustrative purposes, this five-point scale is colour coded as presented below with advantageous routes graded to 'dark green' and disadvantaged routes graded to 'dark red'.

Colour	Description
Dark Green	Significant advantages over the other options
Light Green	Some advantages over other options
Yellow	Neutral compared to other options
Orange	Some disadvantages over other options
Dark Red	Significant disadvantages compared to other options

Options are compared under each sub-criterion, before those sub-criteria are aggregated to give a summary score per criterion. These CAF criterion scores are then compared to establish the relative ranking of the options. The Multi-Criteria Assessment (MCA) methodology was applied to compare the refined route options and to select the preferred option in each case as described in the remainder of this chapter.

### Review of Options Assessment & Potential Refinements

A number of locations along the EPR were identified where there was potential to revisit scheme proposals to address issues raised in the public consultation or identified through a review of additional information. For each area identified, additional options were developed and if considered feasible, were subject to a Multi-Criteria Assessment (MCA) in a similar manner to the previous EPR assessment process.

This additional assessment does not supersede work undertaken during earlier stages but complements it and responds to issues raised by the public during the public consultation process or issues identified by additional information available to the Design Team.

### 5.3. Review of Core Bus Corridor Route Options Assessment

In the Stage 1 Assessment a “spider’s web” of potential routes was identified within the M50 to Phibsborough study area that consisted of 82 separate road links that could be assembled in various configurations to form the core bus corridor. These links were then subjected to a sifting analysis to determine the viability of each individual route segment.



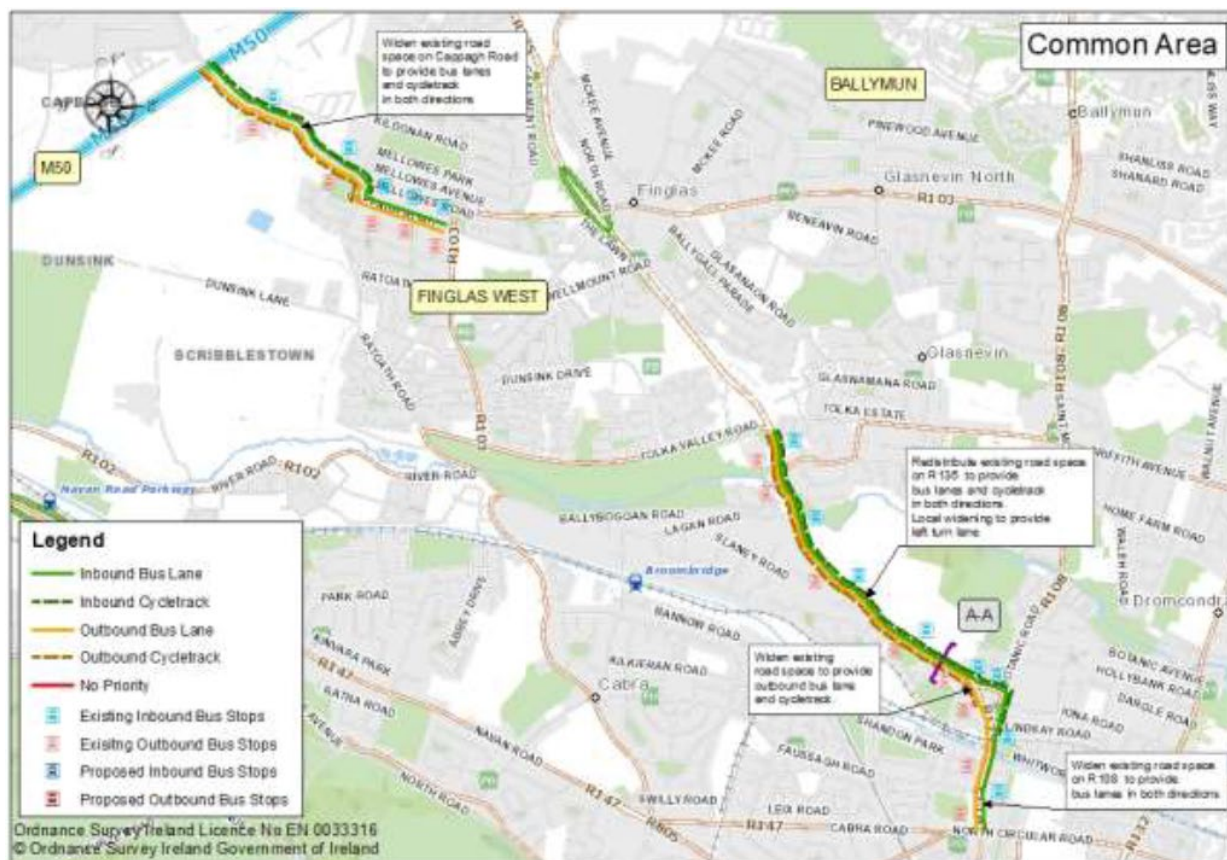
**Figure 5.1 – Stage 1 Sift routes**

Following the Stage 1 sifting process from the MCA above, the report broke the remaining 42 routes in the above Study area down further to two Section 2 sub-sections:

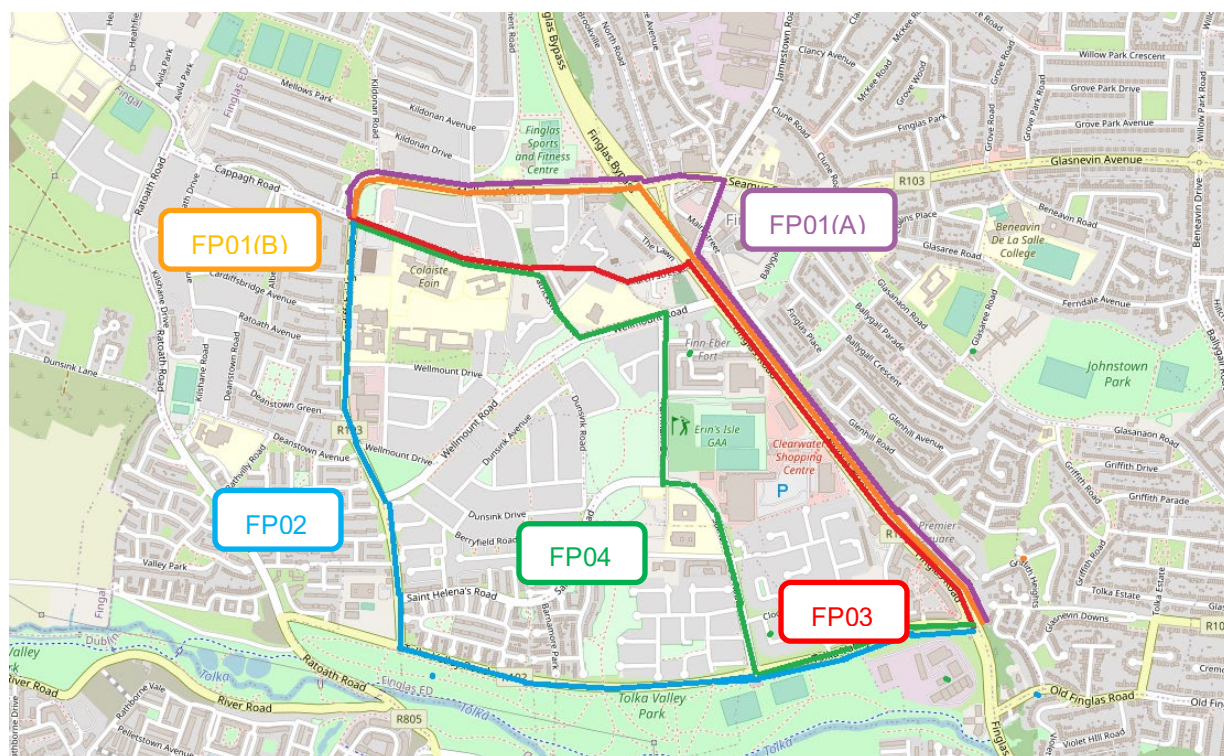
- Sub-Section A: M50 at Cappagh to Phibsborough; and
- Sub-Section B: Charlestown to Finglas.







The remaining central section of the 5 Sub-Section A routes, between Cappagh Road and Finglas Road, have been illustrated below. These routes were subjected to a further Stage 2 sift.

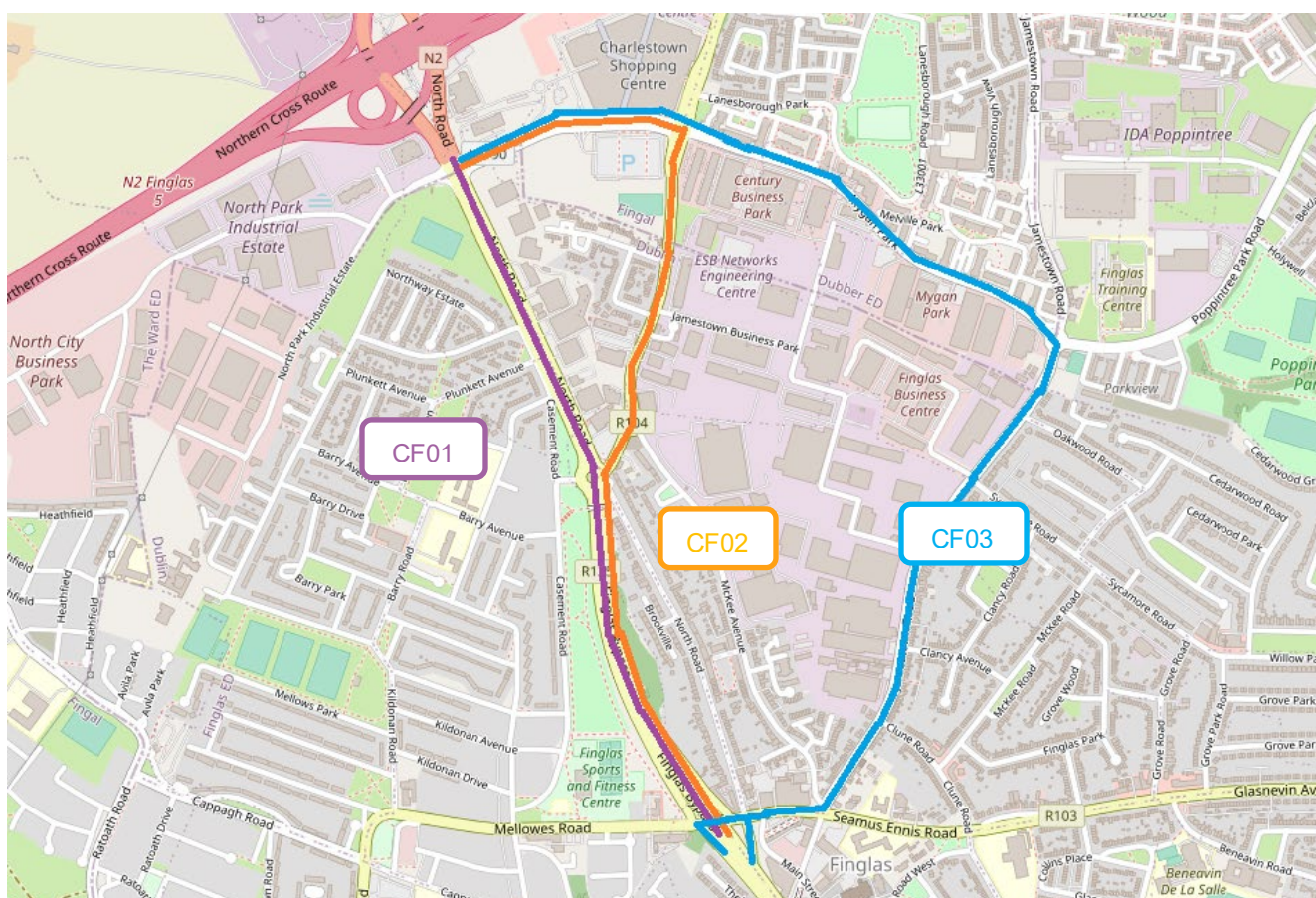


The following is a brief description of the routes:



- Routes FP01(A) and FP01(B) are similar, travelling north along Cardiffsbridge Road and then east along Mellowes Road to meeting the Finglas Road interchange. The routes differ in that the former inbound route avails of Jamestown Road to connect to the Finglas Road via new signalised crossing at Church Street, and the latter avails of the existing on ramp on the interchange. The route then continues along the Finglas Road to tie-in to the route south of Tolka Valley Road.
- Route FP02 diverts south at the Cappagh Road junction along Cardiffsbridge Road and runs east along Tolka Valley Road to meet the Finglas Road.
- Route FP03 continues straight along Cappagh Road to meet the Finglas Road at Church Street and heads south along the Finglas Road.
- Route FP04 takes the least direct route to the Finglas Road junction with Tolka Valley Road, which continues straight along Cappagh Road approximately 500m before heading south along Patrickswell Place. At the roundabout with Wellmount Road, the route continues east for approximately 200m before heading south along Farnham Drive to St. Helen's Road. At this junction, the route diverts east/south east along St. Helen's Road before meeting Tolka Valley Road. From here the route once again continues east to meet the Finglas Road.

The three routes identified for the Charlestown to Finglas Sub-Section B are illustrated below



**Figure 5.5 – Stage 2 Sift for Sub-Section B**

These three routes commence on North Road, just south of the M50 / N2 interchange and are described as follows:

- CF01 is the most direct route heading due south along North Road and Finglas Road.
- CF02 heads east from the interchange along Charlestown Place for approximately 500m before continuing south along St. Margaret's Road to meet the Finglas Road roundabout. From here, the proposed route continues south again along the Finglas Road.
- The final route CF03 initially follows the FP02 route, however it continues further east along Melville Road to the roundabout with Jamestown Road and Poppintree Park Road. The route then continues south

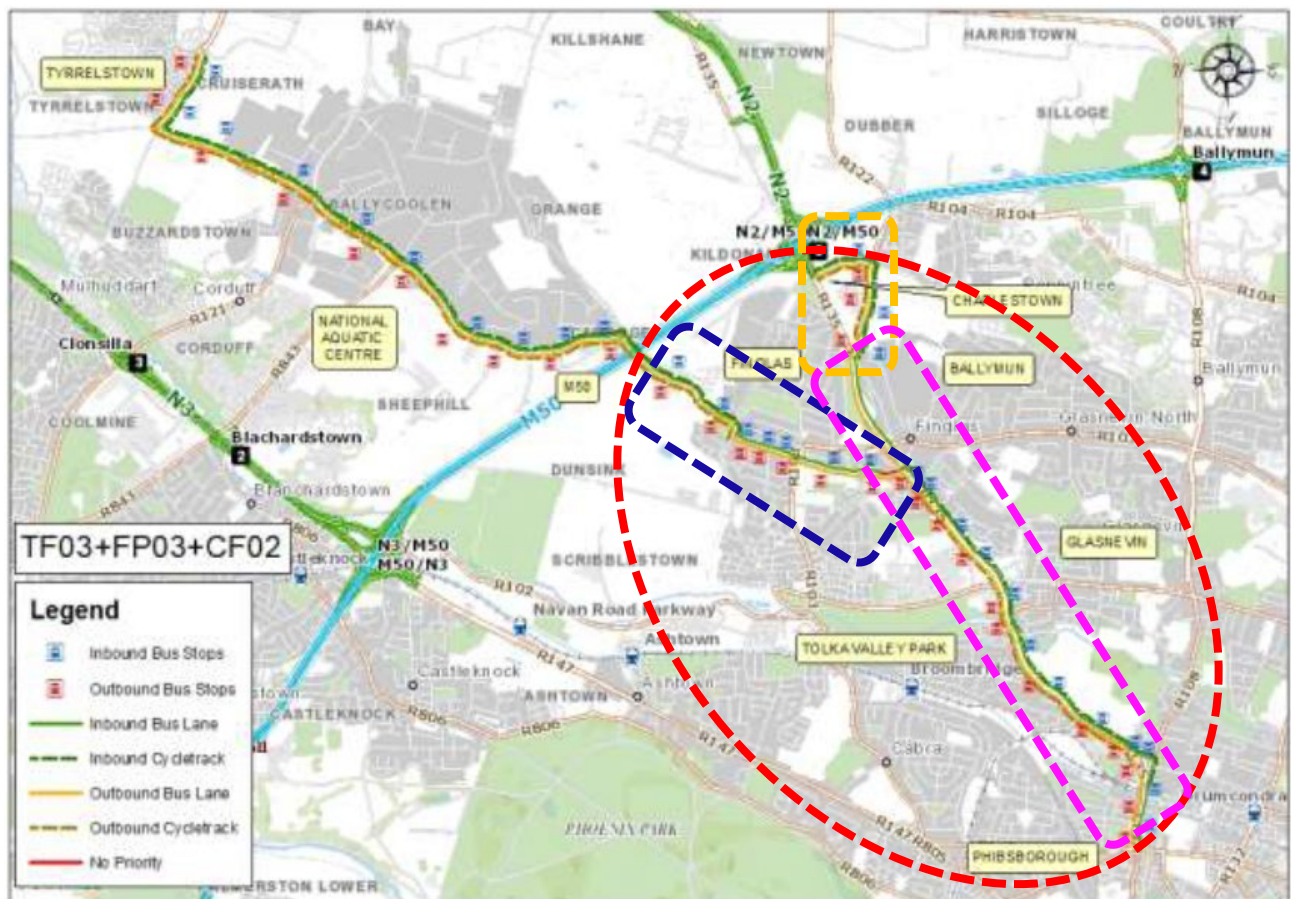
along Jamestown Road where it meets Seamus Ennis Road. From here, the route heads west to meet the Finglas Road interchange, and avails of the ramps in both directions to access and egress from the Finglas Road.

## 5.4. Conclusion of the Route Options Assessment

The Feasibility Study & Options Assessment Report concluded with the Emerging Preferred Route Option as shown in the following image below. The assessment results indicated that, in Section 2 of the Study Area circled in red below, Route FP03 and CF02 were the joint best options. Subsequent to the report, the route option was divided into three distinct sections as follows, for each to be progressed separately:

- Finglas Road between St Margaret's Road and Hart's Corner [Pink Route].
- Tyrrelstown to Finglas Road [via Church Street] [Blue Route] and
- Charlestown to Finglas [Orange Route].

This Draft Preferred Route Option report relates to Finglas Road between St. Margaret's Road and Hart's Corner, which comprises the CBC04 Finglas to Phibsborough corridor considered within Bus Connects Infrastructure project and confirms that the previous Route Options Study completed in November 2016 reached the appropriate conclusion for the Emerging Preferred Route.



**Figure 5.6 – Emerging Preferred Route Option**



## 5.5. Public Consultation No.1 for the Emerging Preferred Route

The Emerging Preferred Route Option was published for Public Consultation No.1 in early 2019 with an information booklet that provided detailed maps of the proposals.

A total of 33 submissions were received in response to the Public Consultation No. 1.

The previously prepared Feasibility Study & Options Assessment Report was available as background information in the public consultation, but there was no real challenge to the conclusion of the route selection process that the most suitable route for the Finglas CBC should follow Finglas Road. Instead most submissions addressed specific aspects of the design proposals as published for the Emerging Preferred Route.

The issues that attracted the most submissions were the following:

- 1) Concerns were raised about the impact of the proposed road widening along the Finglas Road between Glasnevin Cemetery and Hart's Corner for the potential loss of parking on short driveways.
- 2) Safety of pedestrians: concerns were raised in relation to indirect and longer road crossings at major junctions.
- 3) Cycling facilities: There was a strong preference for more segregated cycle facilities instead of the on-road.

The feedback received in Public Consultation No.1 has identified the potential for refinements to the design proposals as outlined in the next Section 6 of this report.

## 5.6. Conclusion of the Emerging Preferred Route Review

This review of the Emerging Preferred Route has confirmed the conclusions of the previous *Feasibility Study and Options Assessment Report* in terms of the selected route for the Core Bus Corridor from Finglas to Phibsborough.

The review has identified the potential for a number of adjustments to the Emerging Preferred Route proposals in each section as developed further in the next Chapter 6 for the Preferred Route Option refinement.



Finglas > Phibsborough  
Core Bus Corridor  
Emerging Preferred Route  
Public Consultation February 2019



**Information booklet for Public Consultation No.1**



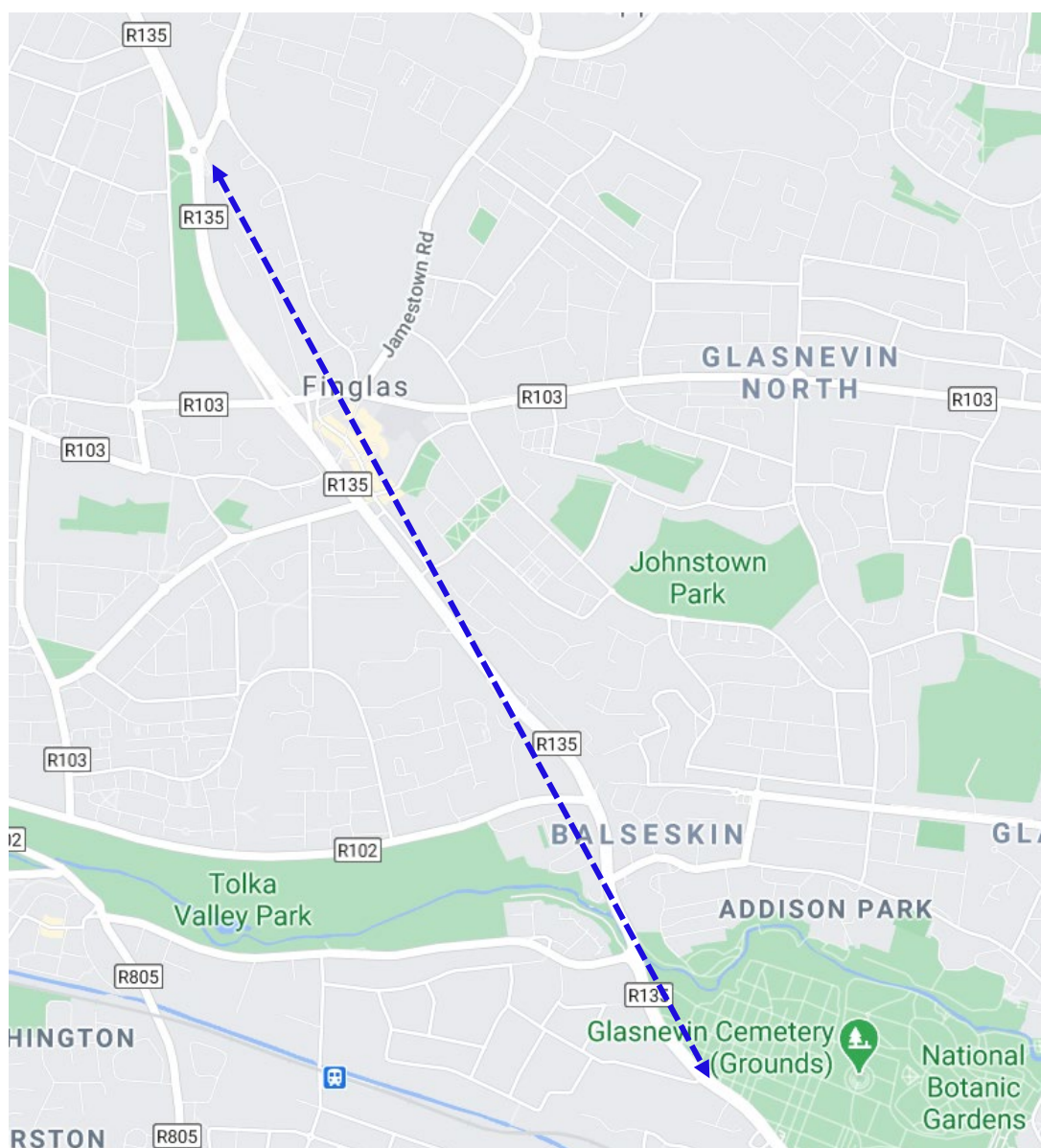
## 6. Preferred Route Option Refinement

During 2019 a full review was undertaken of the previous design proposals as published for the Emerging Preferred Route of the Finglas Road between St. Margaret's Road to Hart's Corner. This review was informed by additional technical information and the feedback received from Public Consultation No.1. This section of the Draft Preferred Route Option Report deals with the corridor in 2 sections as defined in Section 4 earlier.

Section 1: St. Margaret's Road Junction to Slaney Road junction over 3.0 km.

Section 2: Slaney Road Junction to Prospect Way (Hart's Corner) over 1.2 km.

### 6.1. Review of Section 1 – St. Margaret's Road to Slaney Road junction



**Figure 6.1 – Section 1 for Review of Emerging Preferred Route Option**

Two issues were reassessed for this section:

- a) Addition of a northbound Bus Lane north of Mellowes Road
- b) Impact on street trees for provision of cycle tracks.

### 6.1.1. Northbound Bus Lane in Section 1 – Mellowes Road to St. Margaret’s Road

In the Emerging Preferred Route Option it was proposed to widen the existing road carriageway in the northbound direction to provide a bus lane where there is none at present over a length of 400m from the end of the existing merge ramp at the Mellowes Road junction to the roundabout at the St. Margaret’s Road junction.



**Figure 6.2 – Existing road layout on Finglas Road northbound between Mellowes Road and St. Margaret’s Road**

The proposed road widening to accommodate a northbound bus lane while maintaining two northbound general traffic lanes would require encroachment into the verge on the western side by up to 3m which would remove some of the existing landscaping along the boundary with Mellowes Park to the west.

Alternative options have been reappraised through a multi-criteria assessment as shown in Table 6.1:

- a) Road widening to increase the road carriageway footprint.
- b) Maintaining the existing road carriageway footprint with the left traffic lane converted to a bus lane.

There is a single traffic lane in each direction along the rest of Finglas Road and there is no benefit from retention of two northbound traffic lanes north of Mellowes Road.

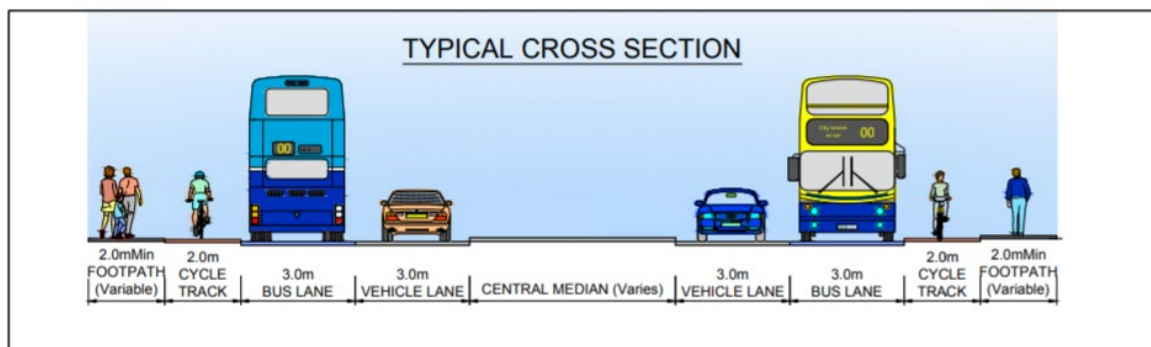
**Table 6.1 – Evaluation of Options for Northbound Bus Lane in Section 1**

Option	Option A Road Widening	Option B No Road Widening
<b>Economy</b>		
Journey Time Reliability (Bus)	Equal	Equal
Capital Cost	Higher cost	Low Cost
<b>Integration</b>	Equal	Equal
<b>Accessibility &amp; Social Inclusion</b>	Equal	Equal
<b>Safety</b>	Equal	Equal
<b>Environment</b>		
Ecology	Loss of vegetation	No impact
Heritage (Architectural and Archaeological)	Equal	Equal
Geology, Hydrology Hydrogeology	Increased road footprint and drainage flows	No change to existing road footprint
Human Beings and Material Assets	Equal	Equal
Air & Noise	Equal	Equal
Landscape & Visual	Loss of landscaping	No impact on the landscape
<b>Rank</b>	<b>2</b>	<b>1</b>

The options assessment concluded that it is preferable to minimise the impact on the existing environment, and to improve the proposed bus lane facilities by maintaining the existing road carriageway footprint, designating the nearside traffic lane as a new bus lane.

### 6.1.2. Cycle Tracks in Section 1 – Wellmount Road to Old Finglas Road

The Emerging Preferred Route proposed to provide segregated cycle tracks along the Finglas Road dual carriageway between Wellmount Road and Old Finglas Road over a length of 1.2km by removal of the existing grass verges and trees along the edges of the road as shown in the cross-section below:



**Figure 6.3 – Proposed Road Cross-Section in Section 1 in the Emerging Preferred Route Option**



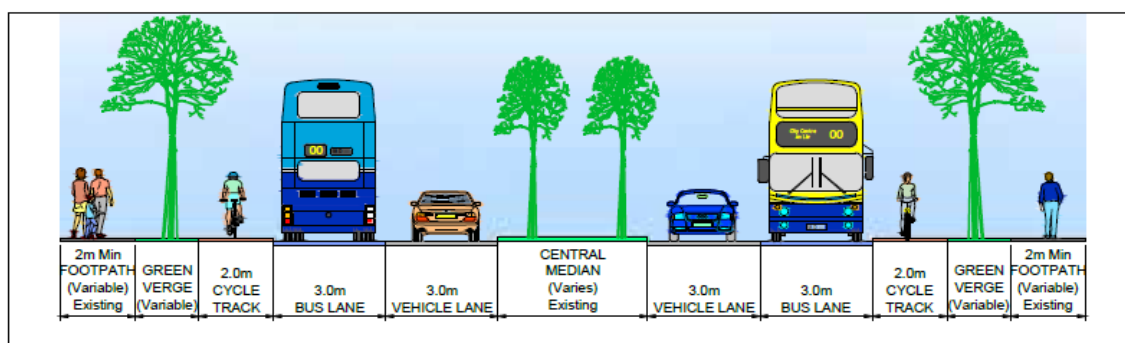


**Figure 6.4 – Existing Road Layout in Section 1 on the eastern side**



**Figure 6.5 – Existing Road Layout in Section 1 on the western side**

In this review of the Emerging Preferred Route an alternative option was identified by narrowing the existing road carriageway to fit cycle tracks instead of converting the existing grass verges to segregated cycle tracks. The alternative option would reduce the encroachment into the grass verges to just 0.5m at the outer edges to fit a 2m wide cycle track that would encroach by 1.5m onto the existing 7.5m wide road carriageway which would reduce to 6m width as shown in Figure 6.6 below.



**Figure 6.6 – Alternative Proposed Road Cross-Section in Section 1**

Alternative options have been reappraised through a multi-criteria assessment as shown in Table 6.2.

**Table 6.2 – Evaluation of Options for Cycle Tracks in Section 1**

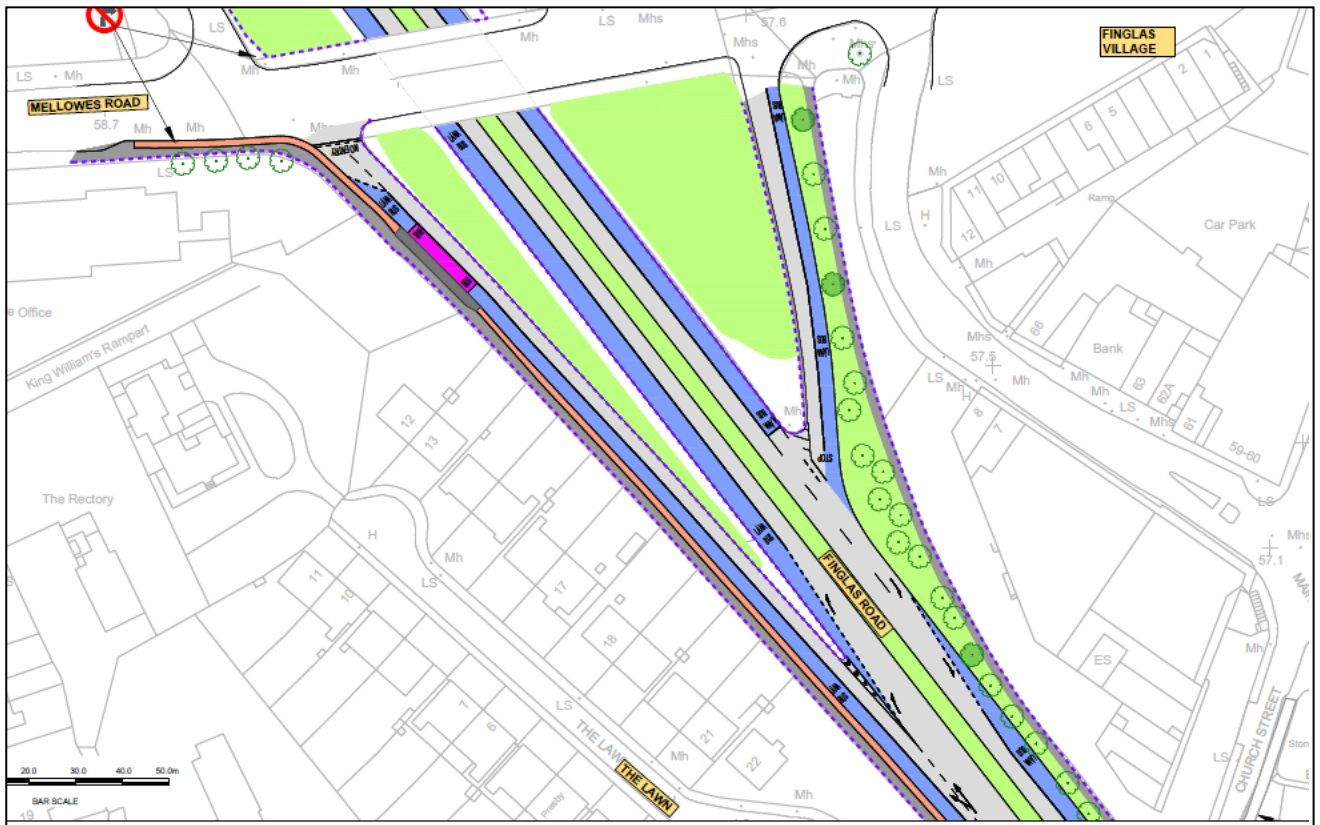
<b>Option</b>	<b>Option A Cycle Tracks on Verges</b>	<b>Option B Cycle Tracks by Road Narrowing</b>
<b>Economy</b>		
Journey Time Reliability (Bus)	Equal	Equal
Capital Cost	Equal	Equal
<b>Integration</b>	Equal	Equal
<b>Accessibility &amp; Social Inclusion</b>	Equal	Equal
<b>Safety</b>	Equal	Equal
<b>Environment</b>		
Ecology	Loss of trees	No impact
Heritage (Architectural and Archaeological)	Equal	Equal
Geology, Hydrology Hydrogeology	Increased road footprint and drainage flows	No change to existing road footprint
Human Beings and Material Assets	Equal	Equal
Air & Noise	Equal	Equal
Landscape & Visual	Loss of landscaping	No impact on the landscape
<b>Rank</b>	<b>2</b>	<b>1</b>

The options assessment concluded that it is preferable to minimise the impact on the existing environment, and to improve the cycling facilities by narrowing the existing road carriageway footprint and retaining the existing verges and trees along the road edges.

### **6.1.3. Extension of Northbound Cycle Track to Mellows Road in Section 1**

An opportunity was found to extend the northbound cycle track by 250m northward from Church Street to Mellows Road so as to provide a more convenient link from primary radial cycle route 3B to orbital route NO4 (ref. GDA Cycle Network Plan). In the absence of the extension of the northbound cycle track, cyclists wishing to reach the north-western area of Finglas would be likely to continue along the bus lane on the Finglas Road dual carriageway and then take the slip ramp to Mellows Road at the grade-separated junction on the Finglas Bypass. The existing single lane slip ramp will be widened to include a bus lane within the Finglas CBC works. This widening can be extended to provide a 2m wide cycle track as shown in Figure 6.7. There is an existing retaining wall along the eastern side of the slip ramp that accommodates the level difference down to the bypass at a lower level. This wall will require to be adjusted for the proposed bus lane, and there will be little additional work required to include the extended cycle track along the slip ramp.

For cyclists headed east to Finglas Village, they can cross the Finglas Road dual carriageway at the proposed toucan signal crossing at Church Street, where a gap will be provided through the existing boundary wall on the eastern side for the continuation along Church Street. In the southbound direction cyclists can conveniently link from orbital route NO4 to radial route 3B through Finglas Village Main Street, and then along Church Street to join the start of the southbound cycle track.



**Figure 6.7 – Proposed Extension of the Northbound Cycle Track to Mellows Road**

#### **6.1.4. Conclusions for the Draft Preferred Route Option in Section 1**

The Emerging Preferred Route has been adjusted to adopt the following changes in the Draft Preferred Route Option:

- a) An additional 400m length of northbound bus lane from Mellows Road to St. Margaret's Rad will be provided by converting the existing left traffic lane instead of road widening.
- b) Segregated cycle tracks will be provided on the existing road carriageway with the existing verges and trees to be retained.
- c) The northbound cycle track has been extended by 250m northward from Church Street to Mellows Road.



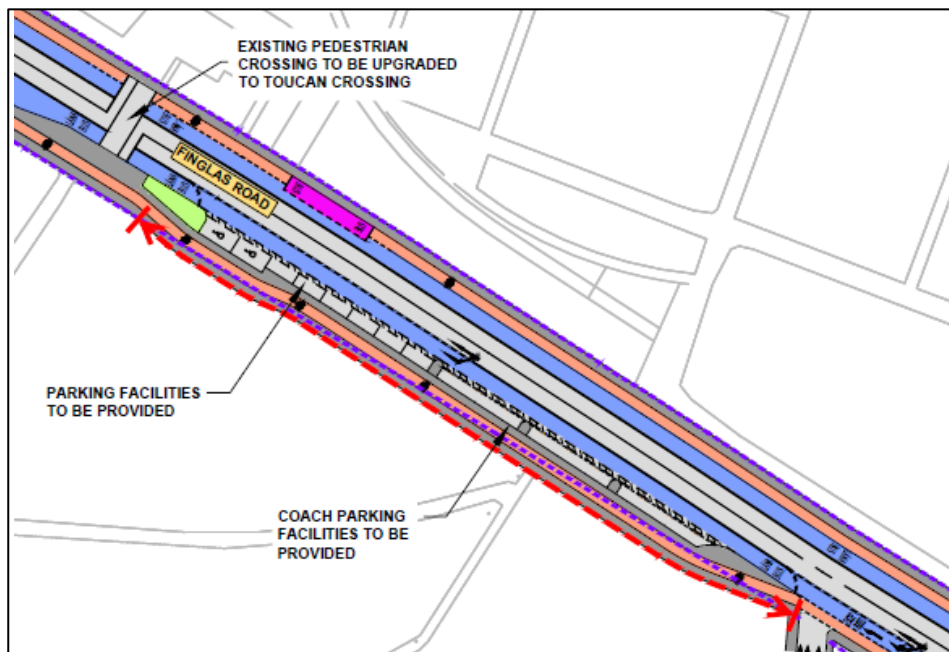
## 6.2. Review of Section 2 – Slaney Road to Hart’s Corner

In Section 2 of the route, the following issues were identified for reassessment:

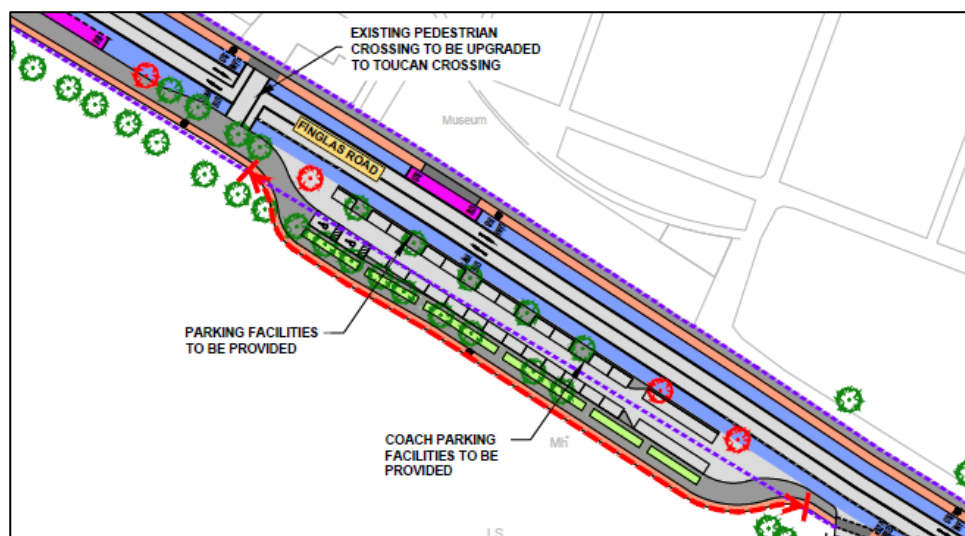
- Car Parking on Finglas Road at Glasnevin Cemetery.
- Road widening along Finglas Road between Glasnevin Cemetery and Hart’s Corner.
- Cycle route at Hart’s Corner.

### 6.2.1. Car Park at Finglas Road at Glasnevin Cemetery

An opportunity was identified to create a larger off-road parking facility opposite Glasnevin Cemetery, as shown in Figure 6.8a for the original EPR proposal and in Figure 6.8b for the draft Preferred Route Option. This would retain the same number of parking spaces as the existing arrangements, rather than lose half the parking as had been previously proposed in the Emerging Preferred Route. The proposed new layout will ensure traffic on Finglas Road, particularly buses, will not be impacted by the manoeuvres required by drivers to parallel park. The increased provision of parking spaces will minimise the extent of overflow parking into Claremont Lawns.



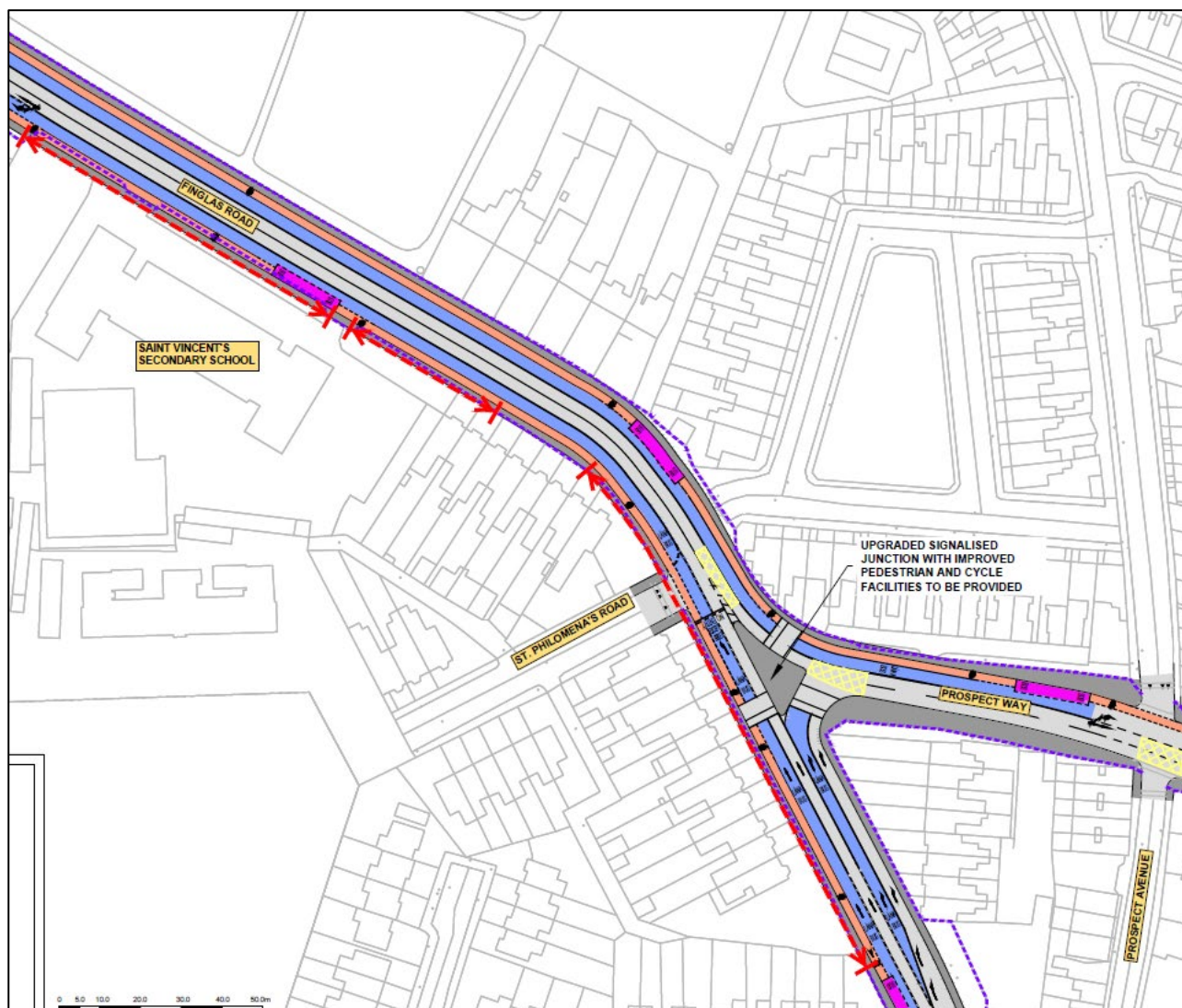
**Figure 6.8a – Proposed Reduced Parkin Area on Finglas Road at Glasnevin Cemetery in the EPR**



**Figure 6.8b – Proposed Larger Car Park on Finglas Road at Glasnevin Cemetery**

### 6.2.2. Road Widening on Finglas Road South

In the Emerging Preferred Route it was proposed to widen Finglas Road on the western side as shown in Figure 6.9 below. This would have affected 20 properties – 19 houses and St. Vincent's School.

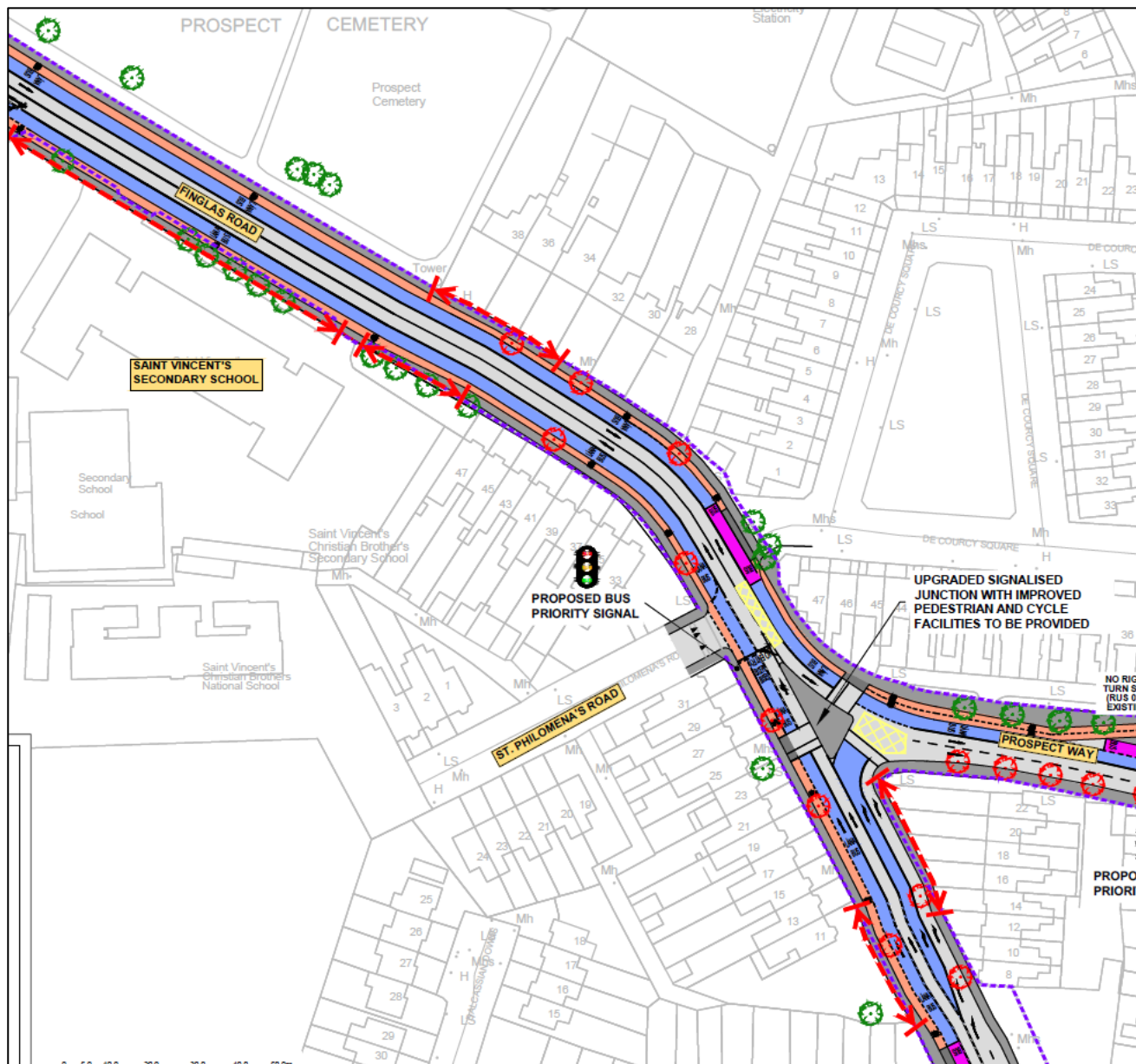


**Figure 6.9 – Emerging Preferred Route Option on Finglas Road South**

The road widening impact at properties with already limited access arrangements would have adversely affected parking space within private lands.

A review of the proposed design identified an alternative arrangement with road widening on the eastern side of the street affecting fewer properties (10 houses compared to 19) with larger gardens that could retain off-street parking unaffected. This alternative proposal was included in the Draft Preferred Route Option published for Public Consultation No.2 in March 2020 as shown in Figure 6.10.





**Figure 6.10 – Draft Preferred Route Option on Finglas Road South**

In further refinement for Public Consultation No.3 in October 2020 it is no longer proposed to widen Finglas Road on the western side of the street at the southern end, as shown in Figure 6.12 later. That leaves just St. Vincent's School affected by road widening on the western side of the street.

The alternative road widening options for Section 2 have been reappraised through a multi-criteria assessment as shown in Table 6.3.

**Table 6.3 – Evaluation of Options for Road Widening in Section 2 at Finglas Road South**

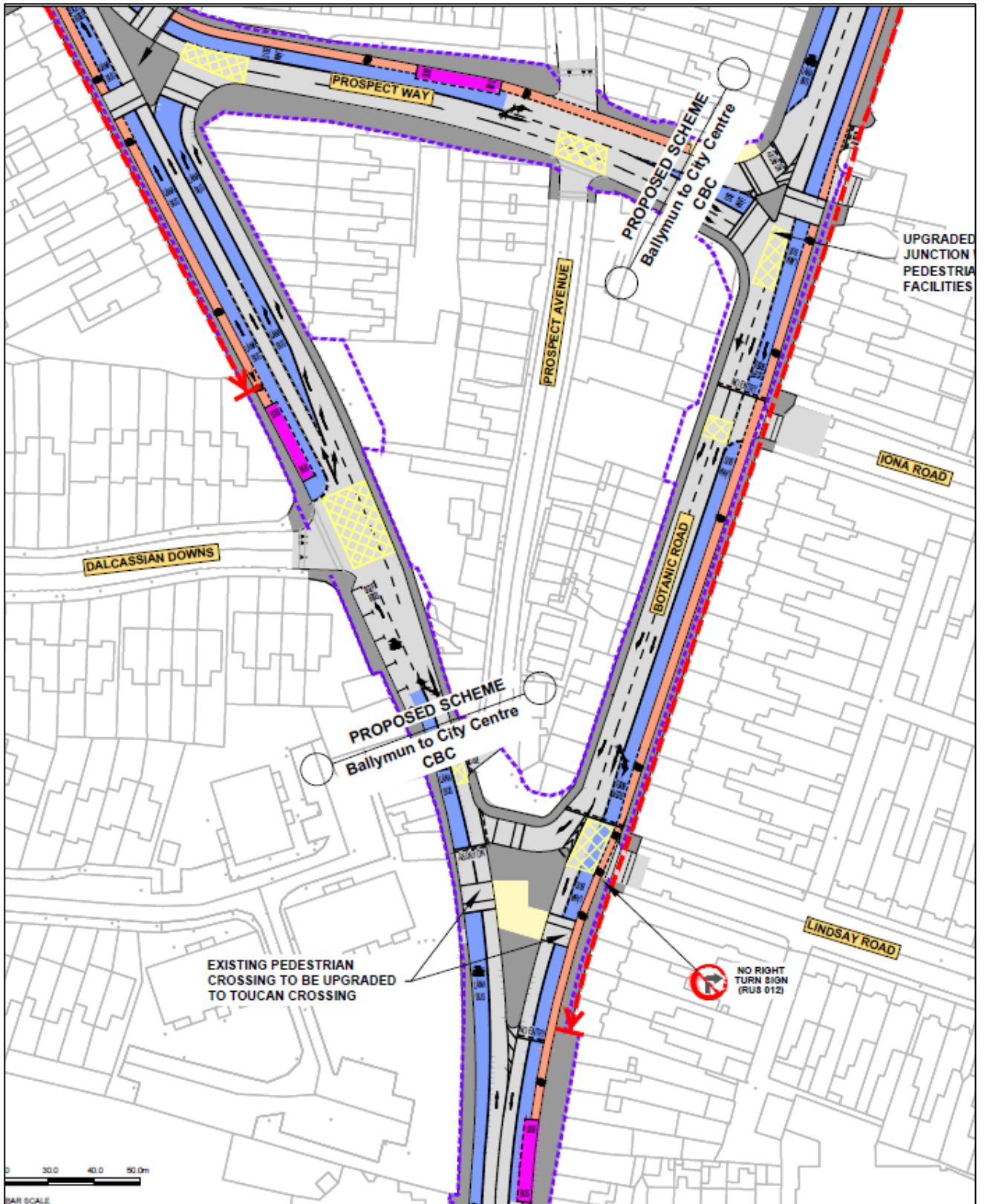
Option	1 Widening on Western Side	2 Widening mainly on Eastern Side
<b>Economy</b>		
Capital Cost	Encroachment into 20 properties	Encroachment into 9 properties
<b>Integration</b>	No appreciable difference	No appreciable difference
<b>Accessibility &amp; Social Inclusion</b>	No appreciable difference	No appreciable difference
<b>Safety</b>	No appreciable difference	No appreciable difference
<b>Environment</b>		
Ecology	No appreciable difference	No appreciable difference
Heritage (Architectural and Archaeological)	No appreciable difference	No appreciable difference
Geology, Hydrology Hydrogeology	No appreciable difference	No appreciable difference
Landscape	More impact	Less impact
Air & Noise	Traffic closer to more houses	Traffic closer to fewer houses
Human Beings and Material Assets	19 gardens affected	8 gardens affected
<b>Rank</b>	<b>2</b>	<b>1</b>

The options assessment concluded that Option 2 is preferred.

### 6.2.3. Cycling Facilities in Section 2 at Hart's Corner

Finglas Road forms the western arm of a triangular one-way traffic gyratory system at Hart's Corner just north of the Grand Canal at Phibsborough. The Finglas to City Centre Core Bus Corridor joins the Ballymun to City Centre Core Bus Corridor at this location, and they share the Hart's Corner traffic gyratory.

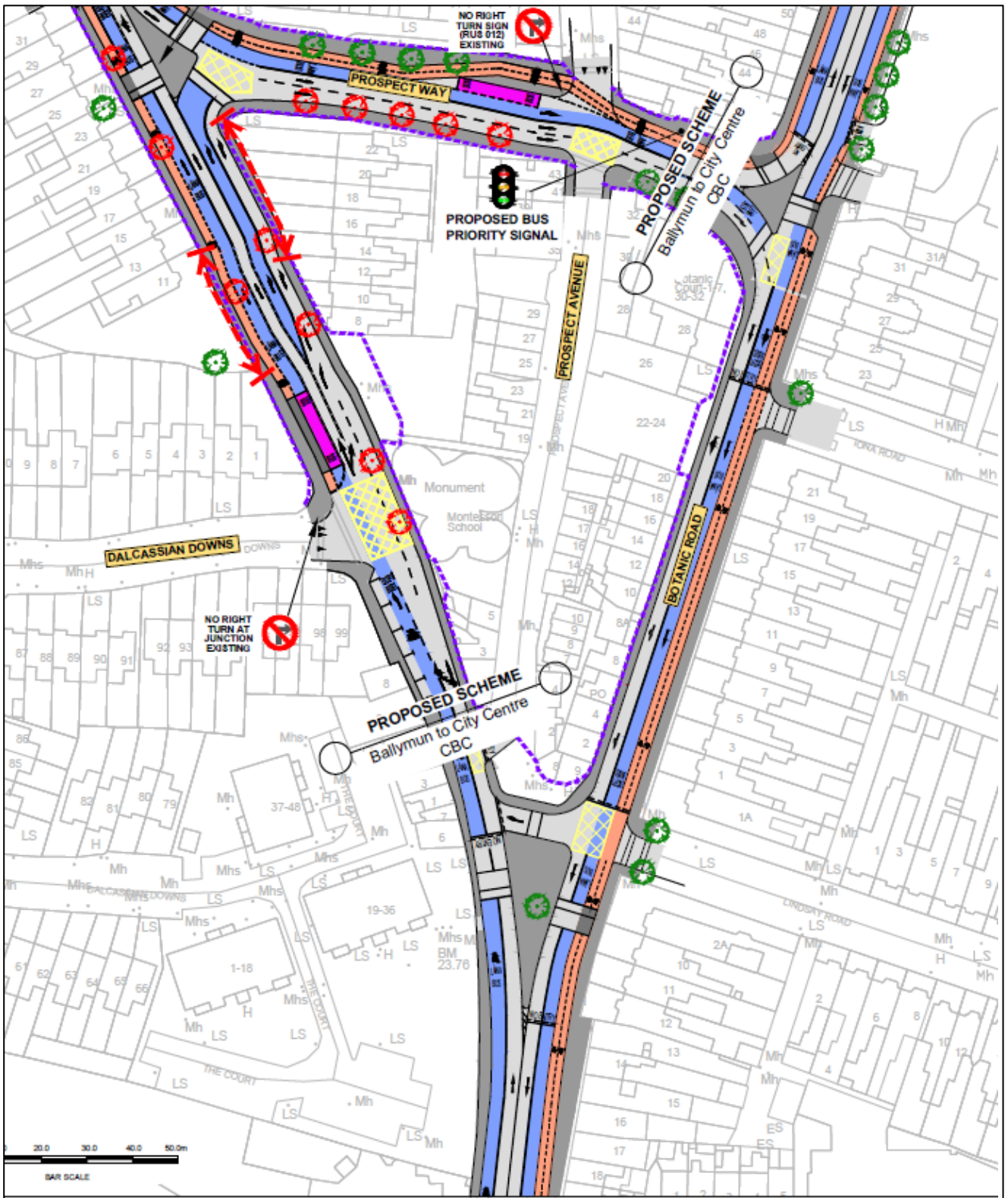
In the Emerging Preferred Route, as shown below in Figure 6.11, the cycle route followed the same circulation system as general traffic with one-way cycle lanes around most of the traffic gyratory along both the Prospect Road and Prospect Way arms in full, but only partially along Finglas Road on the western side north of Dalcassian Downs. . Northbound cyclists were not provided with a segregated cycle track over a length of 260m northward from the Royal Canal to Dalcassian Downs, and they would have been required to share the bus lane over this section. On the Ballymun CBC cyclists intending to continue north along Botanic Road were required to follow the traffic gyratory around two sides of the triangle at Hart's Corner.



**Figure 6.11 – Emerging Preferred Route at Hart's Corner**

A review of the cycle facilities at Hart's Corner identified an opportunity for two-way cycle tracks on the eastern and northern sides of the traffic gyratory as shown below in Figure 6.12. This would complement the proposed cycle route along Royal Canal Bank on the eastern side of Phibsborough with a continuation northward along the eastern side of Prospect Road on the most direct link to Botanic Road. A two-way link along Prospect Way then connects to the Finglas Road.





**Figure 6.12 - Two-Way Cycle Tracks at Hart's Corner in Draft Preferred Route Option (March 2020)**

The alternative options for cycling facilities at Hart's Corner have been reappraised through a multi-criteria assessment as shown in Table 6.4.

**Table 6.4 – Evaluation of Options for Cyclists at Hart’s Corner**

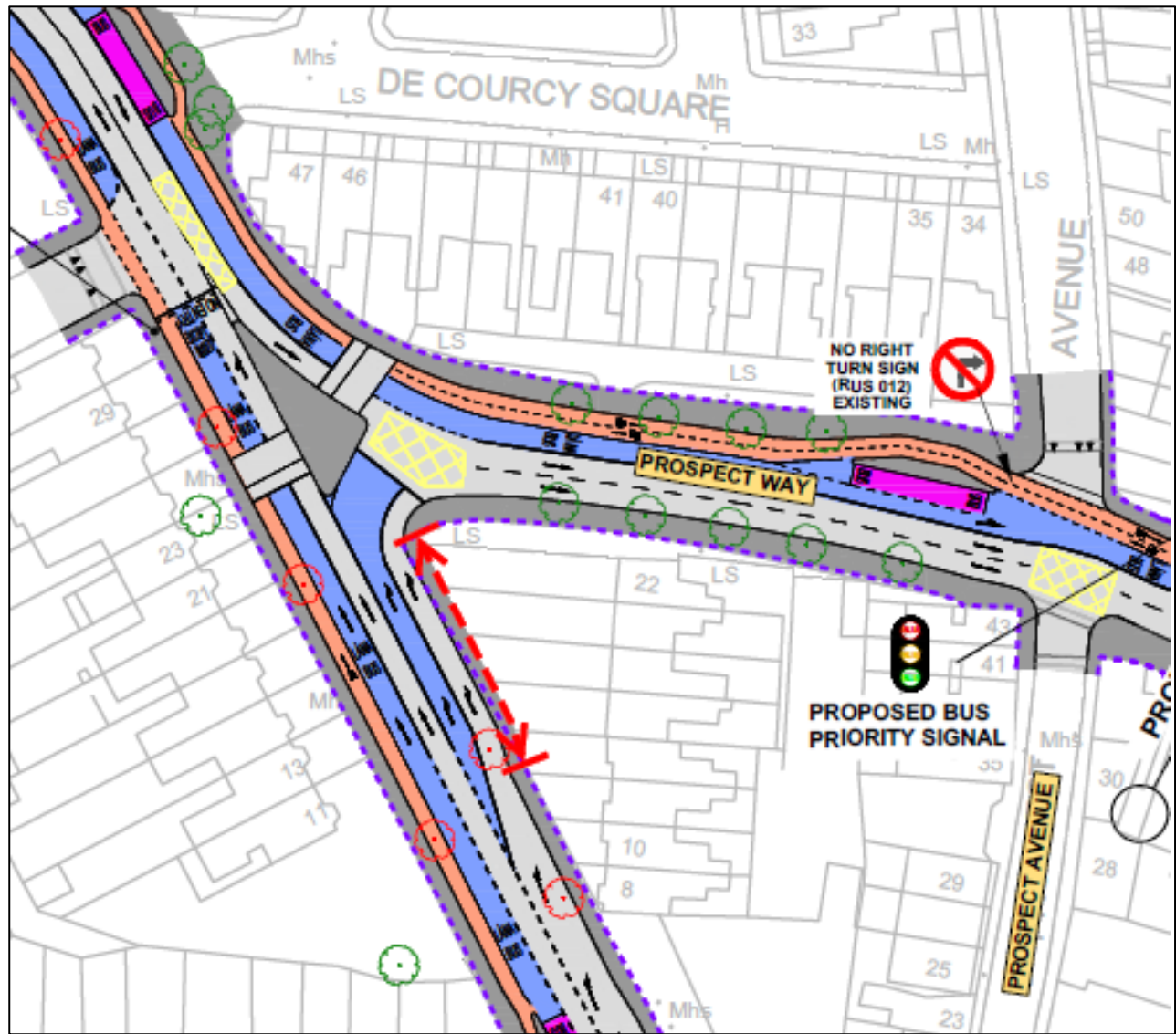
Option	Option 1 One-Way Cycle Lanes & Shared Bus Lane	Option 2 Two-Way around Gyratory
<b>Economy</b>		
Capital Cost	Lower cost	Marginally higher Cost
<b>Integration</b>		
Cycle Network Integration	Not fully segregated	Continuously segregated
<b>Accessibility &amp; Social Inclusion</b>		L
<b>Safety</b>	Increased interactions with buses and general traffic	Full segregation of cyclists
<b>Environment</b>		
Ecology		
Heritage (Architectural and Archaeological)		
Geology, Hydrology Hydrogeology		
Landscape		
Air & Noise		
Human Beings and Material Assets		
<b>Rank</b>	<b>2</b>	<b>1</b>

The options assessment concluded that Option 2, to provide two-way cycle tracks at Hart’s Corner, is preferred.

#### 6.2.4. Trees on Prospect Way

One particular submission in Public Consultation 2 challenged the need for road widening at Prospect Way which requires the removal of a row of 5 large mature trees along the southern boundary as was shown in the draft Preferred Route Option (Figure 6.12). A review of the design has been adopted in the Draft Preferred Route Option that retains this row of trees as shown in Figure 6.13, without need for adjustment of the proposed road layout. As can be seen in the photograph on the right, the existing trees are located in the footpath at the kerb-line which will not change as there is no requirement to widen the road.





**Figure 6.10 - Trees retained on Prospect Way**

### 6.2.5. Conclusions and Draft Preferred Route Option for Section 2

The Emerging Preferred Route has been adjusted to adopt the following changes in the Draft Preferred Route Option:

- a) Reduced land acquisition impacts, particularly at houses with short driveways.
- b) Improved parking facilities at Glasnevin.
- c) All existing mature trees to be retained on Prospect Way.
- d) Segregated two-way cycle track on Prospect Way.

## 7. Draft Preferred Route Option

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Chapter 6 of this report presented an appraisal of all route options considered for the Finglas to Phibsborough CBC. Following this appraisal, the Draft Preferred Route Option has been confirmed as summarised in this chapter of the report. The updated Draft Preferred Route Option CBC design drawings are included in *Appendix B* of this report.

### 7.1. Draft Preferred Route Option in Section 1: St. Margaret's Road to Slaney Road

The Emerging Preferred Route has been adjusted to adopt the following changes in the Draft Preferred Route Option:

- a) An additional 400m length of northbound bus lane from Mellows Road to St. Margaret's Rad will be provided by converting the existing left traffic lane instead of road widening.
- b) Segregated cycle tracks will be provided on the existing road carriageway with the existing verges and trees to be retained.
- c) The northbound cycle track has been extended by 250m northward from Church Street to Mellows Road.

The proposed road layout in Section 1 will be as follows:

- 1) Continuous Bus Lanes will be provided in both directions on the Finglas Road dual carriageway over a length of 3.1km from St. Margaret's Road to Slaney Road.
- 2) Bus Lanes will extend to the stop line at all signal-controlled junctions and left-turn general traffic will remain in the general straight-ahead traffic lane at the junctions. An advance traffic signal will release buses and cyclists a short time prior to the green signal for general traffic. This will enable waiting buses and cyclists to pass through the junction in advance of left-turn traffic.
- 3) A southbound segregated cycle track will commence at Church Street in Finglas and will extend for 2.1km to Slaney Road. A northbound segregated cycle track will extend from Slaney Road over a length of 2.35km to Mellows Road on the western side of Finglas Village.
- 4) Junction layouts will be improved to provide protection for cyclists from turning traffic.
- 5) All existing junctions will be modified to provide additional and improved pedestrian crossings to shorten crossing distances where possible and to reduce the number of stages involved combined in a wrap-around pedestrian stage for all crossings to run simultaneously.

### 7.2. Draft Preferred Route Option in Section 2: Slaney Road to Hart's Comer

The Emerging Preferred Route has been adjusted to adopt the following changes in the Draft Preferred Route Option:

- a) Reduced land acquisition impacts, particularly at houses with short driveways.
- b) Improved parking facilities at Glasnevin.
- c) All existing mature trees to be retained on Prospect Way.
- d) Segregated two-way cycle track on Prospect Way.

The proposed road layout in Section 2 will be as follows:

- 1) Continuous Bus Lanes will be provided in both directions on the Finglas Road over a length of 1.1km from Slaney Road to Prospect Way at Hart's Comer where the CBC will connect into the Ballymun CBC.
- 2) Segregated cycles will be provided in both directions on the Finglas Road over a length of 1.1km from Slaney Road to Prospect Way at Hart's Comer where the CBC will connect into the Ballymun CBC.

- 3) A replacement car park will be provided on the western side of Finglas Road opposite Glasnevin Cemetery.

### 7.3. Finglas to Phibsborough Preferred Route Summary

The Preferred Route for the Finglas to Phibsborough Core Bus Corridor is 4.2 km long from end to end. The updated concept design drawings show the extent of the infrastructure proposed to deliver this CBC. The design has achieved 100% provision of bus lanes and segregated cycling facilities, with varying degrees of increase as shown below.

The proposed route will provide the following improvements for bus priority:

<b>Bus priority – Southbound to City Centre</b>	<b>Road Length</b>	<b>Existing Length</b>	<b>%</b>	<b>Proposed Length</b>	<b>%</b>
Finglas Road between St. Margaret's Road and Slaney Road	3,100	2,300	74%	3,100	100%
Finglas Road between Slaney Road and Prospect Way	1,100	990	90%	1,100	100%
<b>Total</b>	<b>4,200</b>	<b>3,290</b>	<b>78%</b>	<b>4,200</b>	<b>100%</b>
<b>Bus priority – Northbound from City Centre</b>					
Finglas Road between St. Margaret's Road and Slaney Road	3,100	1,835	59%	700	100%
Finglas Road between Slaney Road and Prospect Way	1,100	445	40%	1,100	100%
<b>Total</b>	<b>4,200</b>	<b>2,280</b>	<b>54%</b>	<b>4,200</b>	<b>100%</b>

The proposed route will provide the following improvements for cyclists:

<b>Cycling Facilities – Southbound to City Centre</b>	<b>Road Length</b>	<b>Existing Length</b>	<b>%</b>	<b>Proposed Length</b>	<b>%</b>
Finglas Road between Church Street and Slaney Road	2,100	1,700	81%	2,100	100%
Finglas Road between Slaney Road and Prospect Way	1,100	270	25%	1,100	100%
<b>Total</b>	<b>3,200</b>	<b>1,970</b>	<b>62%</b>	<b>3,200</b>	<b>100%</b>
<b>Cycling Facilities – Northbound from City Centre</b>					
Finglas Road between from Hart's Corner to Slaney Road	1,100	750	68%	1,100	100%
Finglas Road between Slaney Road and Mellowes Road	2,350	1,970	84%	2,350	100%
<b>Total</b>	<b>3,450</b>	<b>2,720</b>	<b>79%</b>	<b>3,450</b>	<b>100%</b>

Notes:

- The proposed cycle route deviates from the CBC at Mellowes Road at Finglas Village in the northbound direction and does not extend for the northern 750m to St. Margaret's Road.
- The proposed cycle route does not commence with the CBC at St. Margaret's Road at the northern end, and instead joins it at Church Street in Finglas Village, 1km further south.



## 8. Next Steps

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This report has identified a Draft Preferred Route Option for the bus infrastructure along this Core Bus Corridor for which an updated concept design has been developed.

The next project stage (the development of a Preliminary Design) will further refine and update the concept design along the route. Further account will be taken of likely public transport service levels, particularly the bus service patterns and any changes to the overall bus network which may arise from the separate bus network review process. The proposals will be amended, if and as required, to integrate any resultant changes. The Preliminary Design will define the final practically achievable scheme for the CBC, considering more detailed studies of constraints, impacts and environmental assessment required at a local level.

This Preliminary Design will form the basis of the planning consent process for the scheme, which will require a development consent application to be made directly to An Bord Pleanála, due to the nature and extent of the proposed works.

# Appendices

## Appendix A – Multi-Criteria Options Assessments

**Table 6.1 – Evaluation of Options for Northbound Bus Lane in Section 1 – Mellowes Road to St. Margaret's Road**

Option	Option A Road Widening	Option B No Road Widening
<b>Economy</b>		
Journey Time Reliability (Bus)	Equal	Equal
Capital Cost	Higher cost	Low Cost
<b>Integration</b>	Equal	Equal
<b>Accessibility &amp; Social Inclusion</b>	Equal	Equal
<b>Safety</b>	Equal	Equal
<b>Environment</b>		
Ecology	Loss of vegetation	No impact
Heritage (Architectural and Archaeological)	Equal	Equal
Geology, Hydrology Hydrogeology	More drainage flows	No change
Human Beings and Material Assets	Equal	Equal
Air & Noise	Equal	Equal
Landscape & Visual	Loss of landscaping	No impact
<b>Rank</b>	<b>2</b>	<b>1</b>

**Table 6.2 – Evaluation of Options for Cycle Tracks in Section 1 – Church Street to Slaney Road**

Option	Option A Cycle Tracks on Verges	Option B Cycle Tracks by Road Narrowing
<b>Economy</b>		
Journey Time Reliability (Bus)	Equal	Equal
Capital Cost	Equal	Equal
<b>Integration</b>	Equal	Equal
<b>Accessibility &amp; Social Inclusion</b>	Equal	Equal
<b>Safety</b>	Equal	Equal
<b>Environment</b>		
Ecology	Loss of trees	No impact
Heritage (Architectural and Archaeological)	Equal	Equal
Geology, Hydrology Hydrogeology	More drainage flows	No change
Human Beings and Material Assets	Equal	Equal
Air & Noise	Equal	Equal
Landscape & Visual	Loss of landscaping	No impact
<b>Rank</b>	<b>2</b>	<b>1</b>

**Table 6.3 – Evaluation of Options for Road Widening in Section 2 at Finglas Road South**

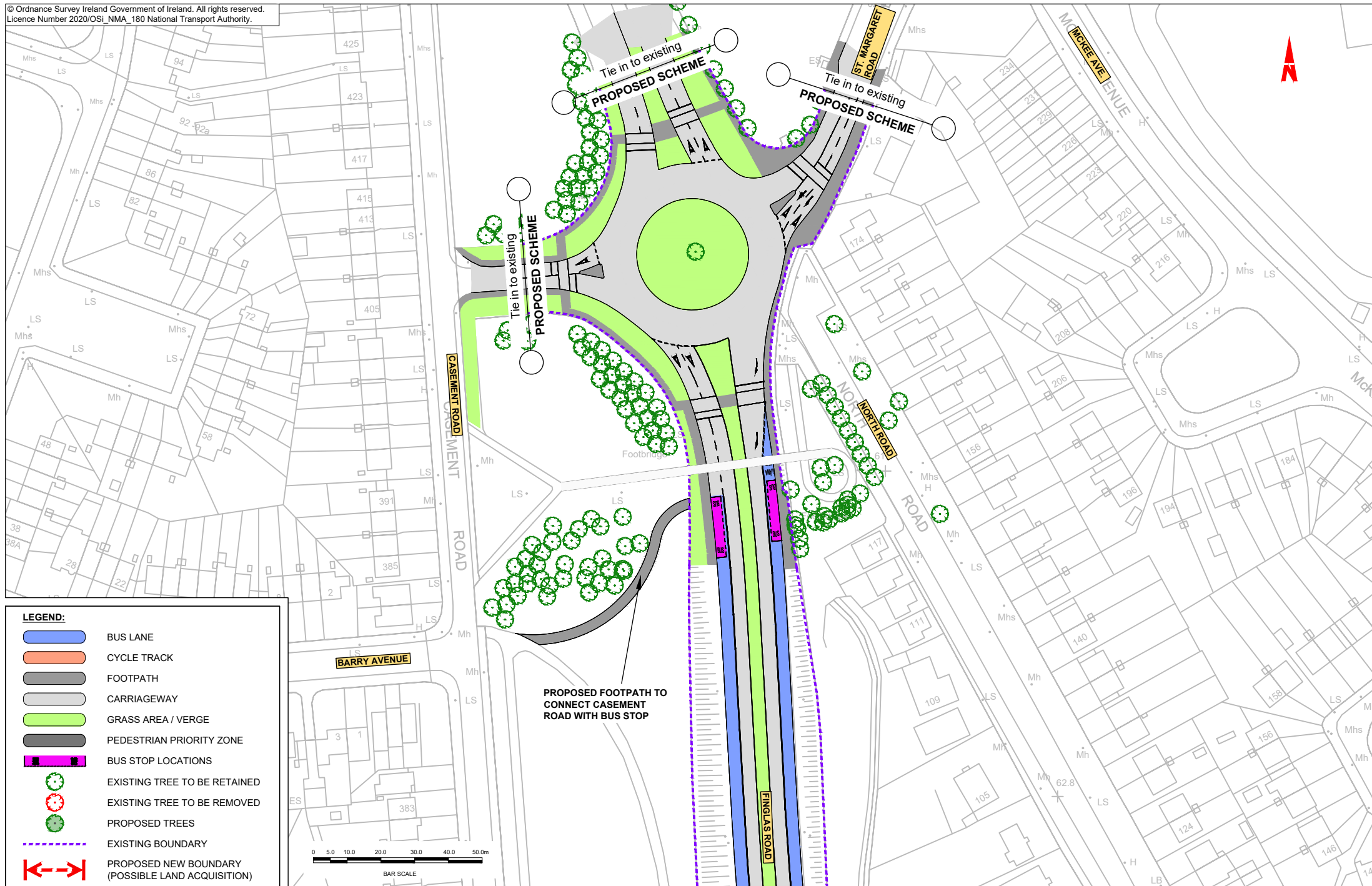
Option	1 Widening on West Side	2 Widening mainly on East Side
<b>Economy</b>		
Capital Cost	Impact at 20 properties	Impact at 9 properties
<b>Integration</b>		
<b>Accessibility &amp; Social Inclusion</b>		
<b>Safety</b>		
<b>Environment</b>		
Ecology		
Heritage (Architectural and Archaeological)		
Geology, Hydrology Hydrogeology		
Landscape	More impact	Less impact
Air & Noise	Traffic closer to more houses	Traffic closer to fewer houses
Human Beings and Material Assets	19 gardens affected	8 gardens affected
<b>Rank</b>	<b>2</b>	<b>1</b>

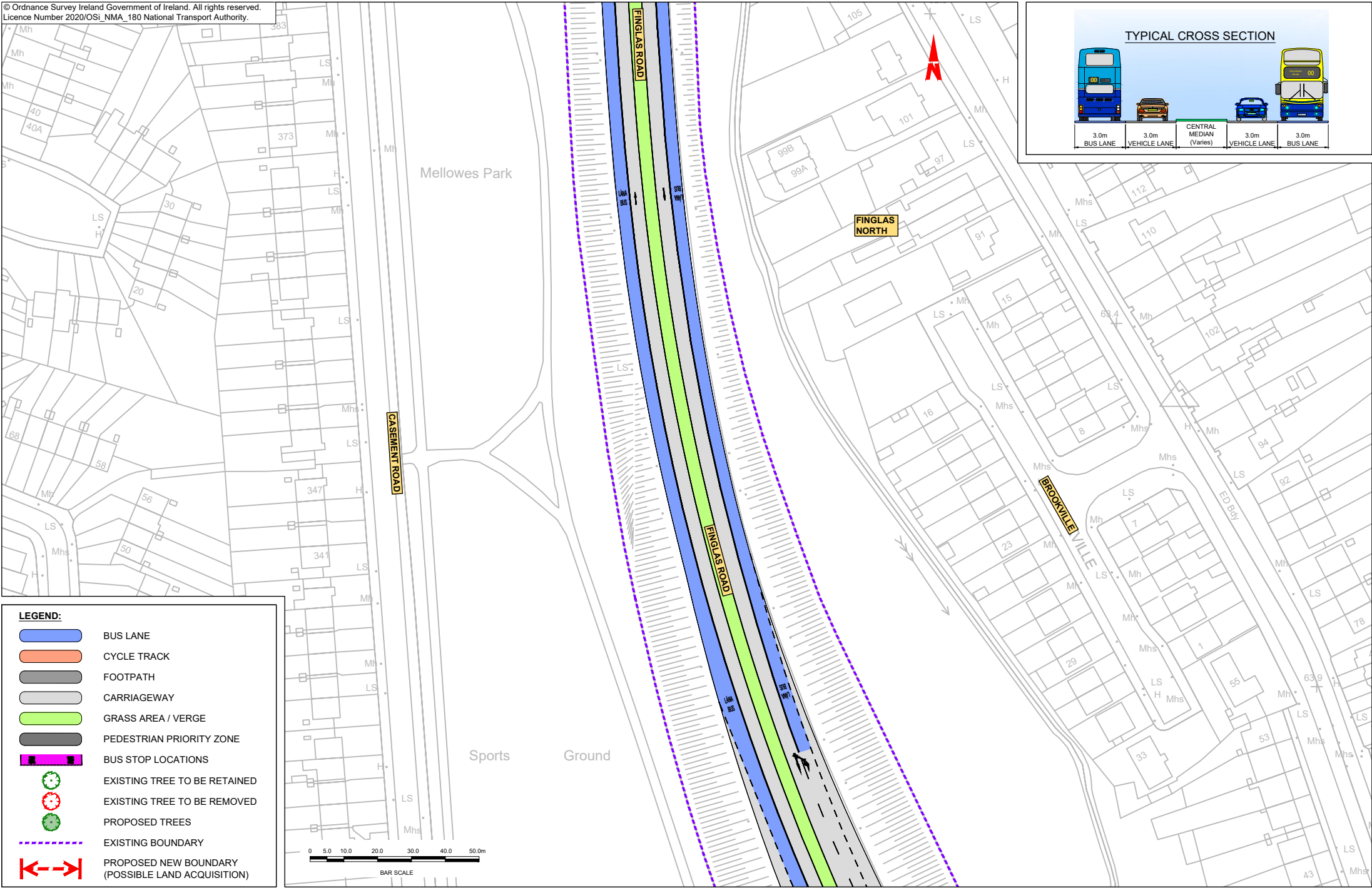
**Table 6.4 – Evaluation of Options for Cyclists at Hart's Corner**

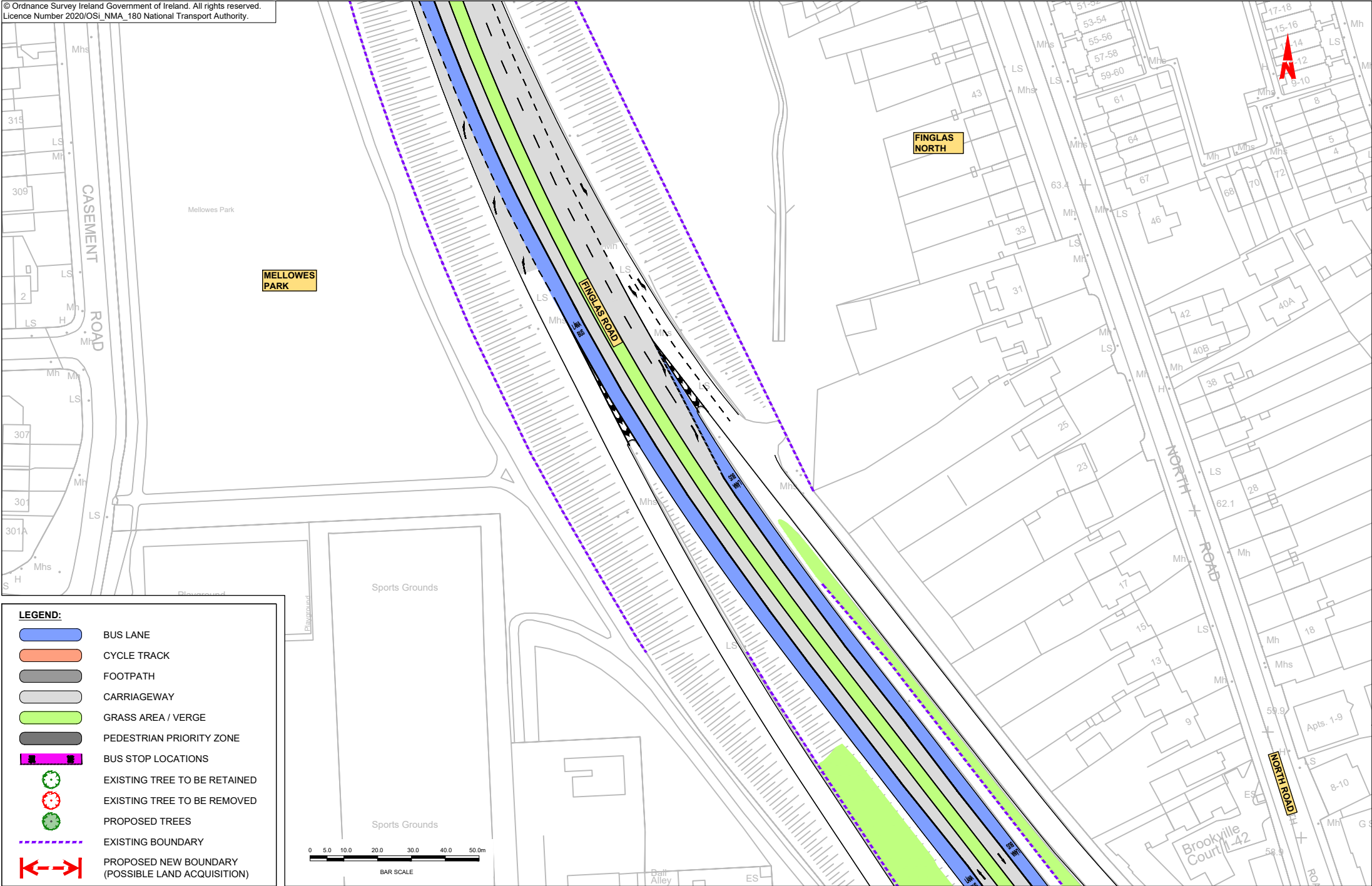
Option	Option 1 One-Way Cycle Lanes & Shared Bus Lane	Option 2 Two-Way around Gyrratory
<b>Economy</b> Capital Cost	Lower cost	Marginally higher
<b>Integration</b>		
Cycle Network Integration	Not fully segregated	Continuously segregated
<b>Accessibility &amp; Social Inclusion</b>		
<b>Safety</b>	Cyclists mix with buses and general traffic	Full segregation of cyclists
<b>Environment</b>		
Ecology		
Heritage (Architectural and Archaeological)		
Geology, Hydrology Hydrogeology		
Landscape		
Air & Noise		
Human Beings and Material Assets		
<b>Rank</b>	<b>2</b>	<b>1</b>

**Appendix B - Updated Preferred Route Drawings**

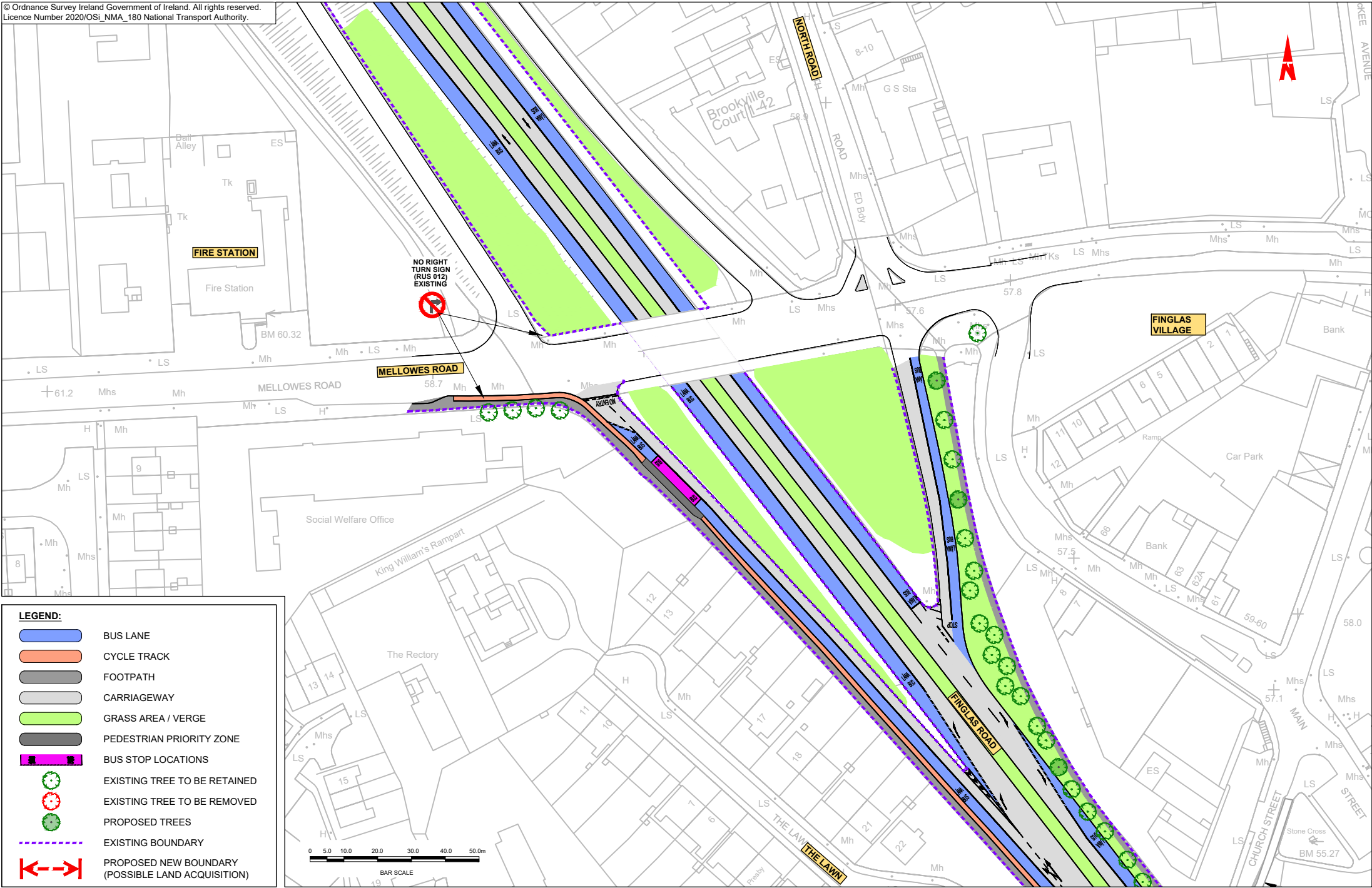


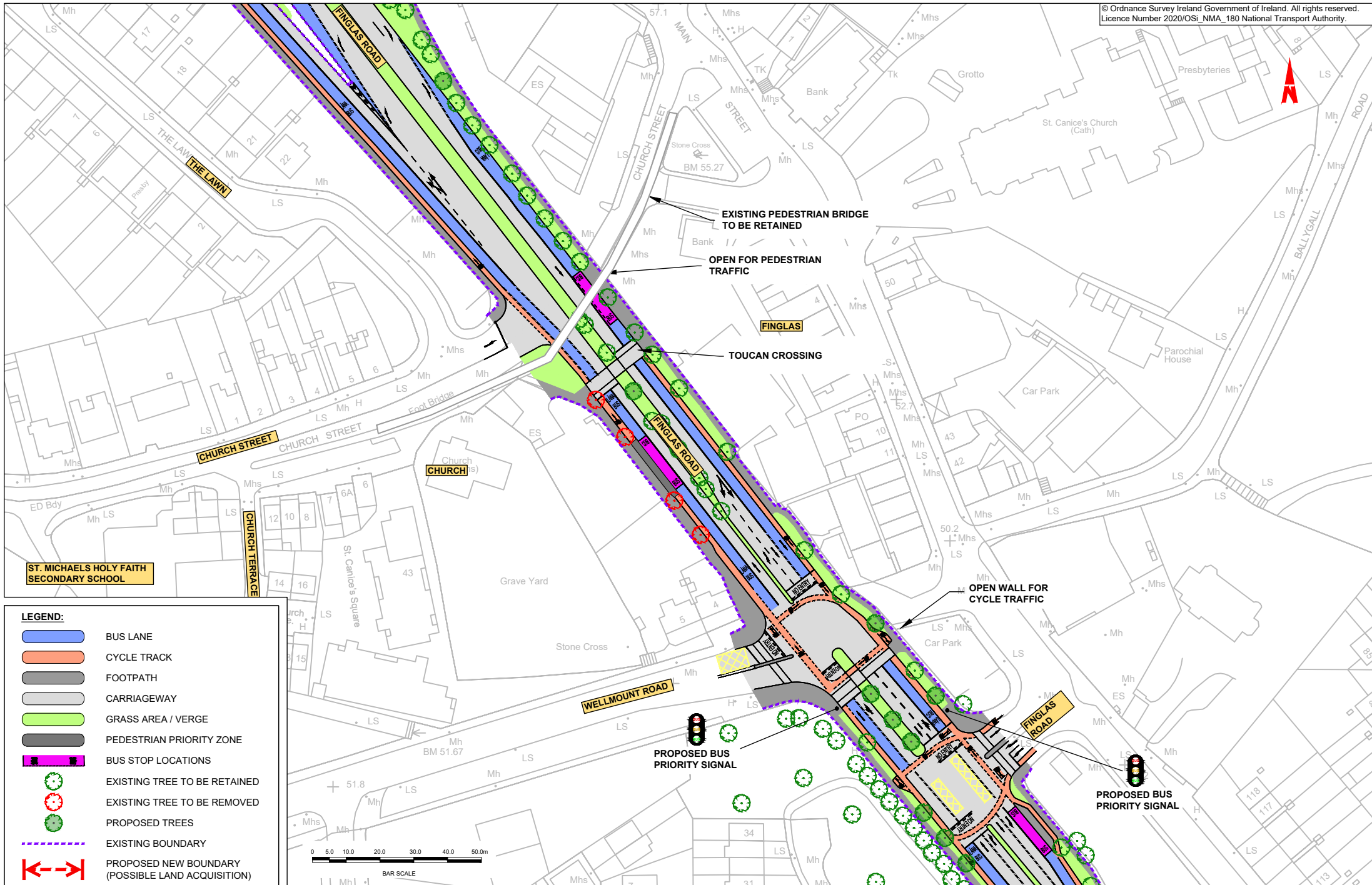




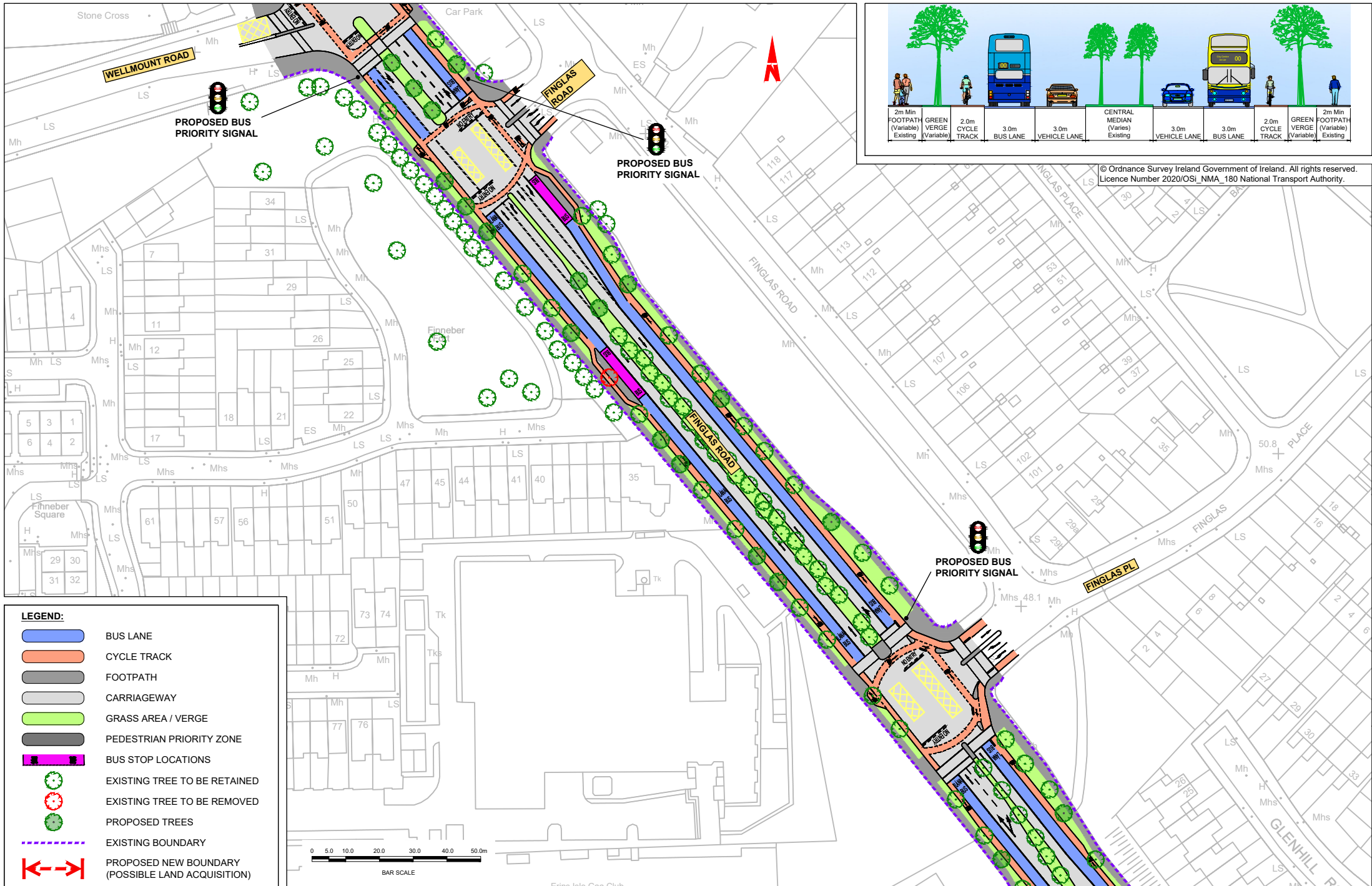


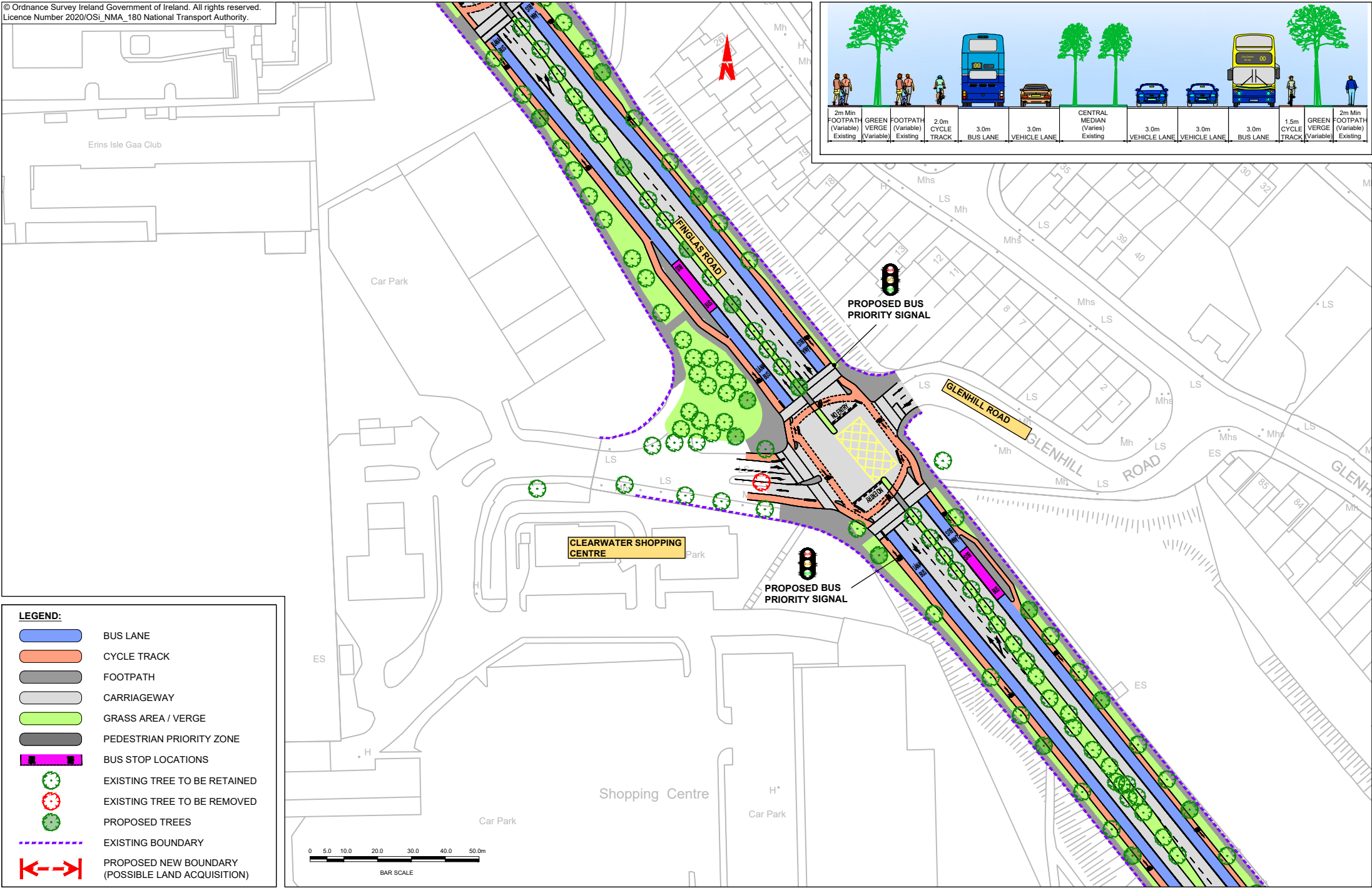


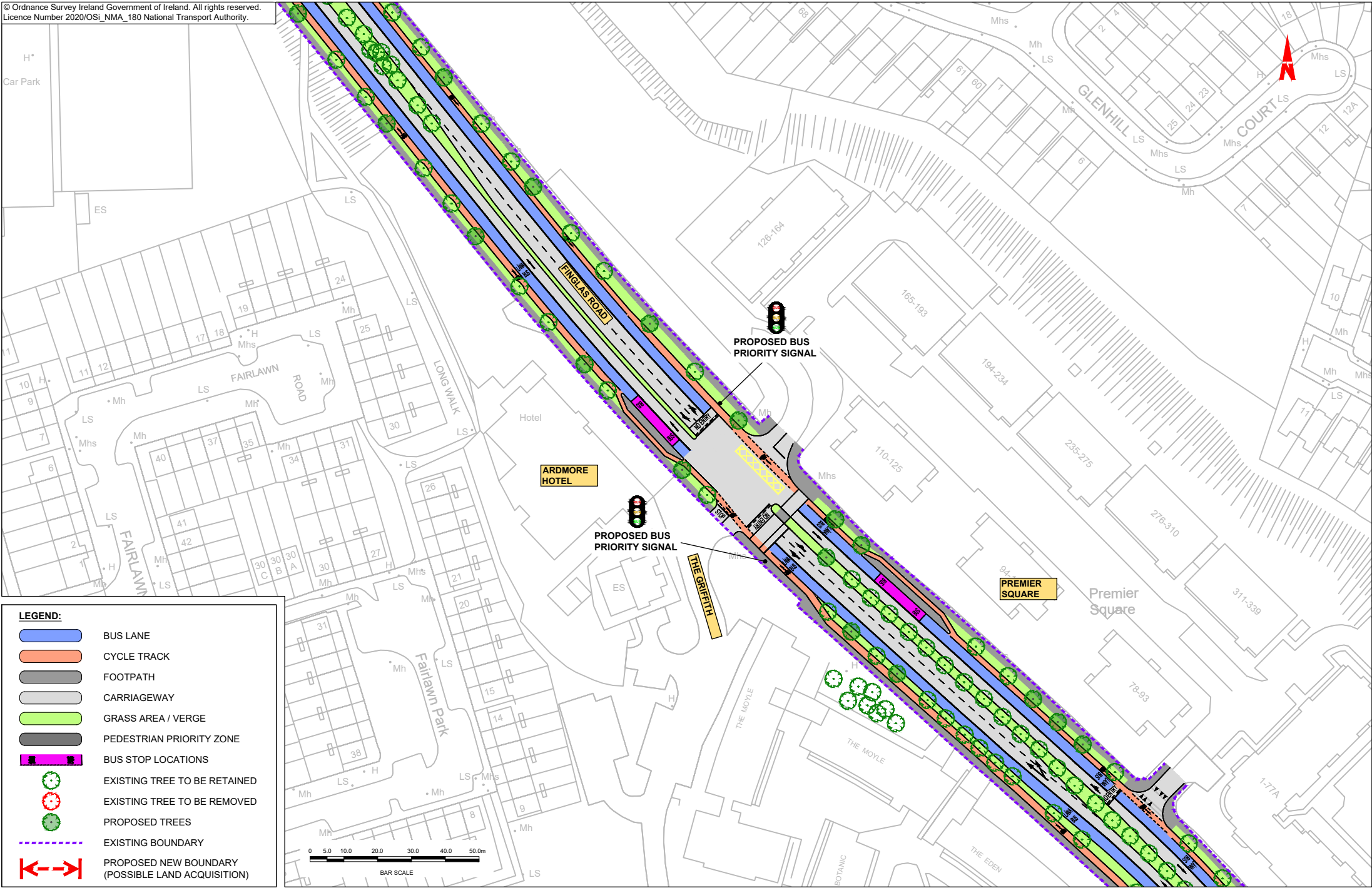




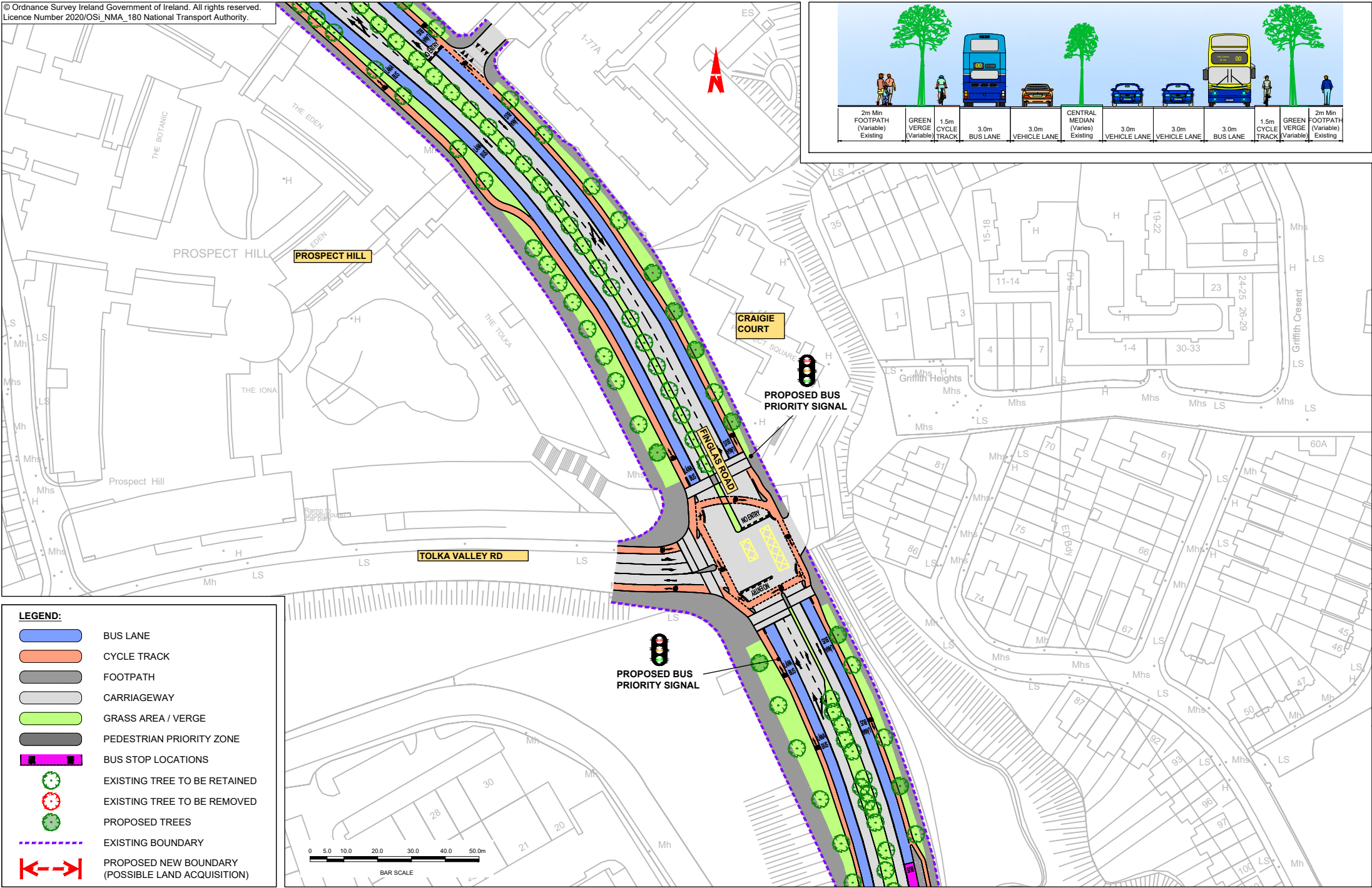


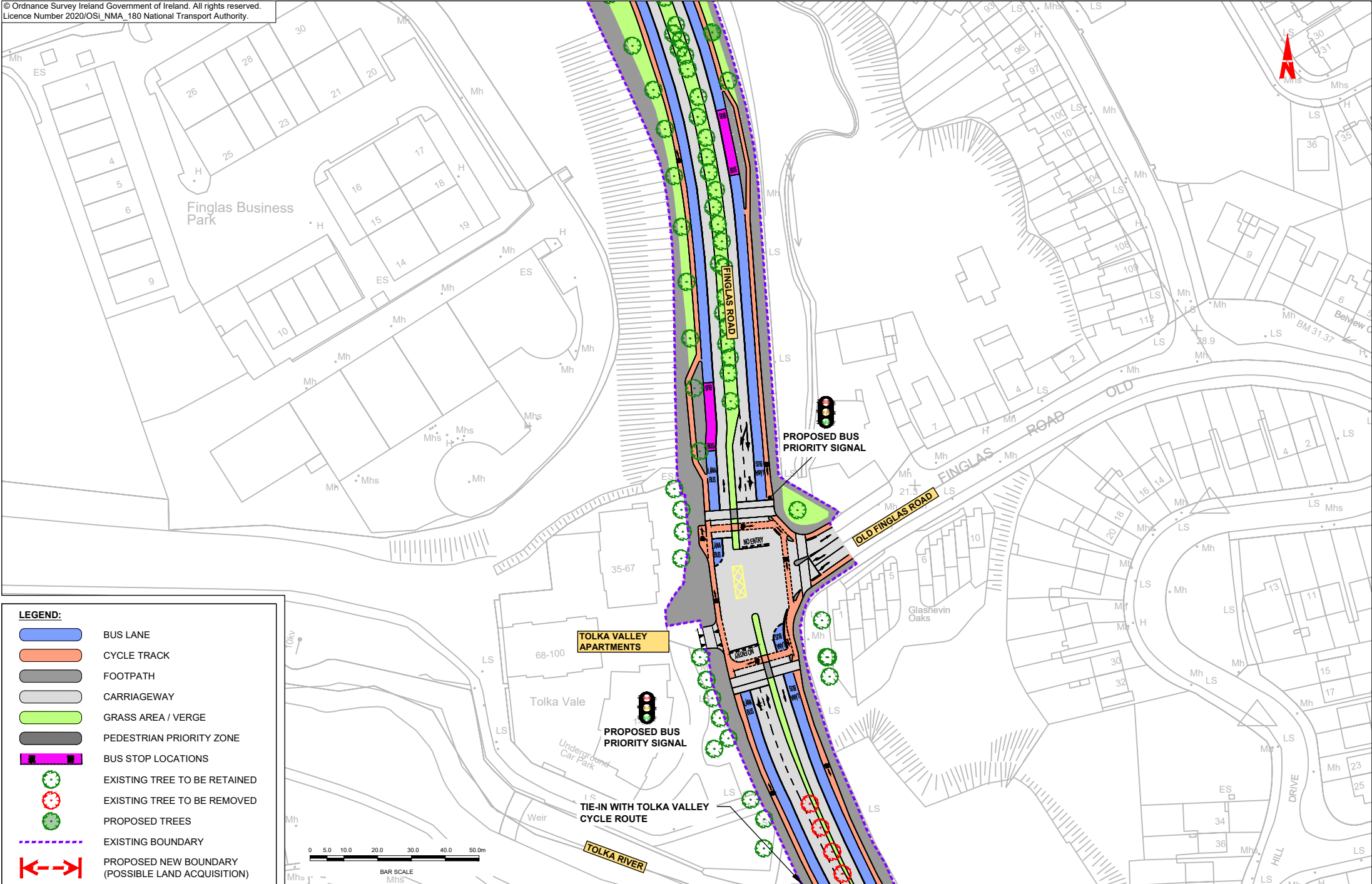




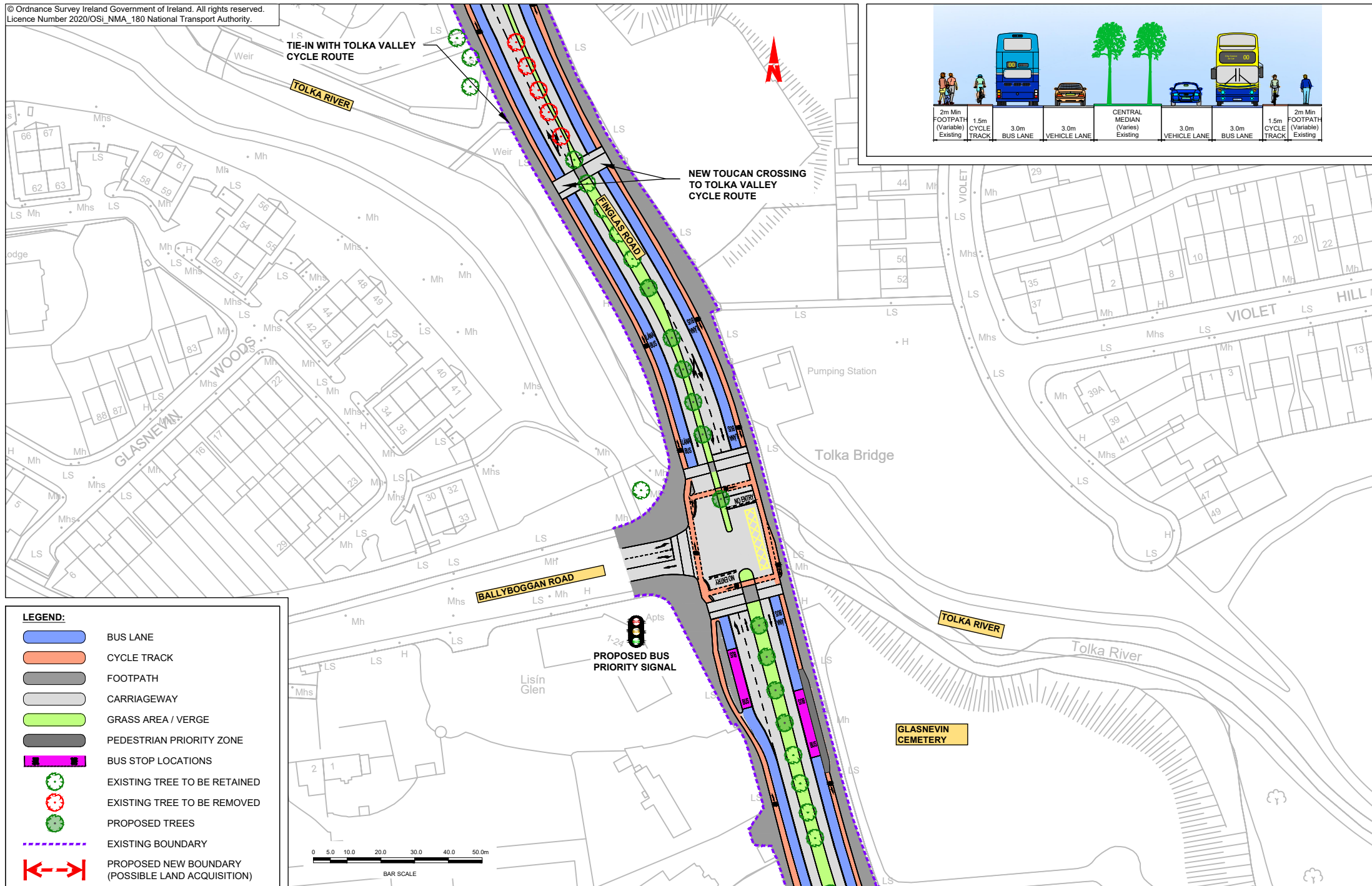


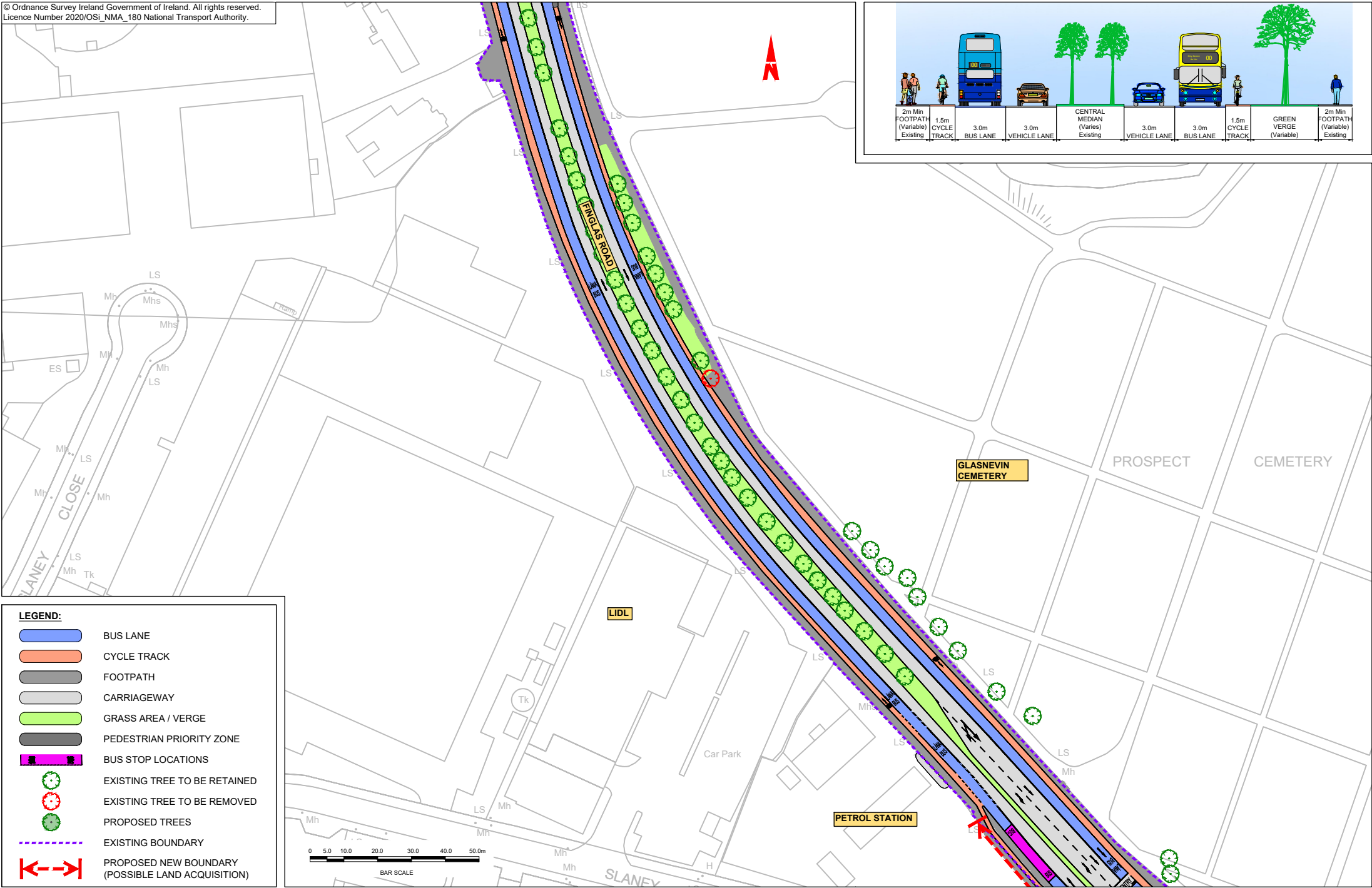


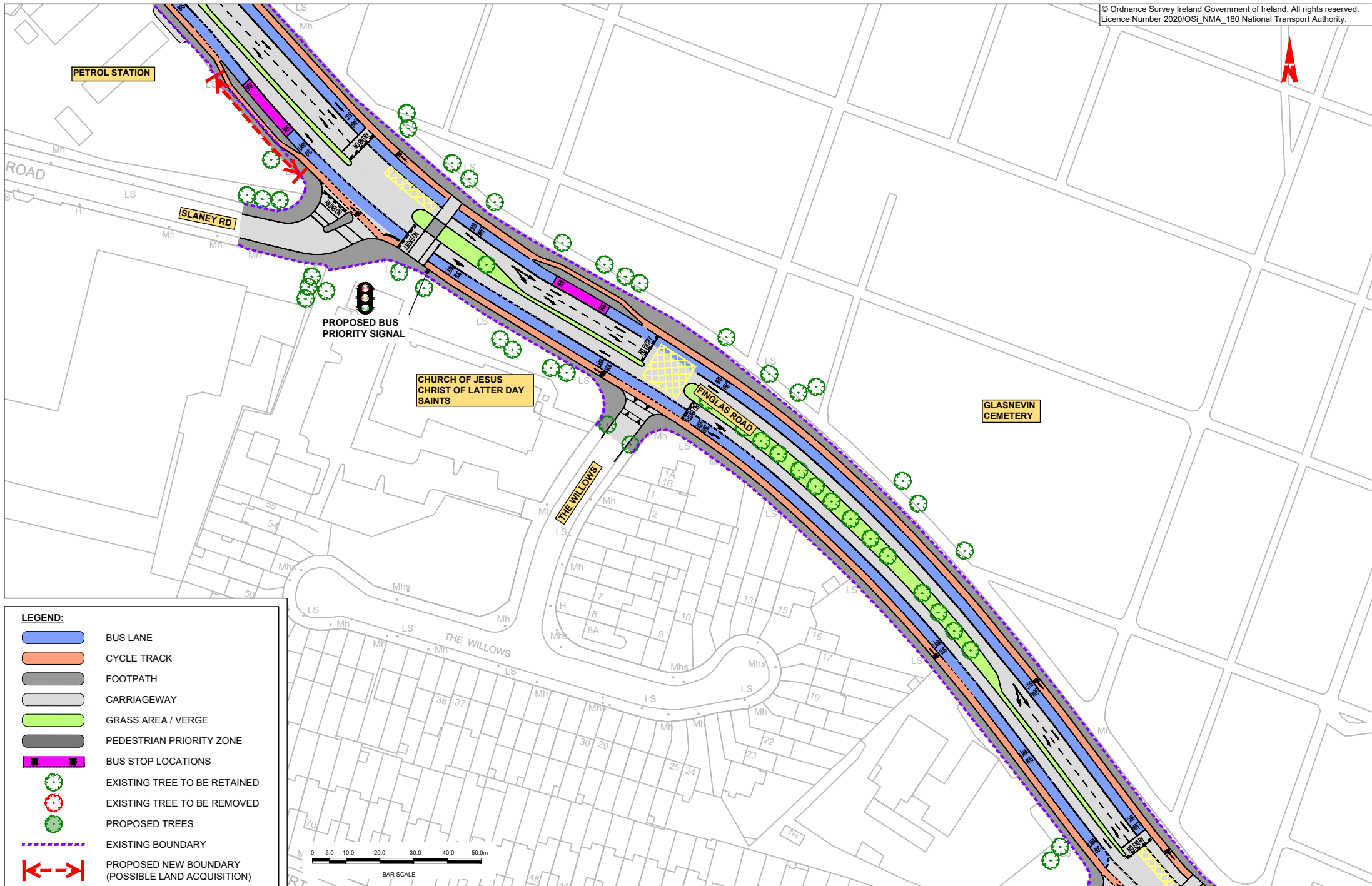






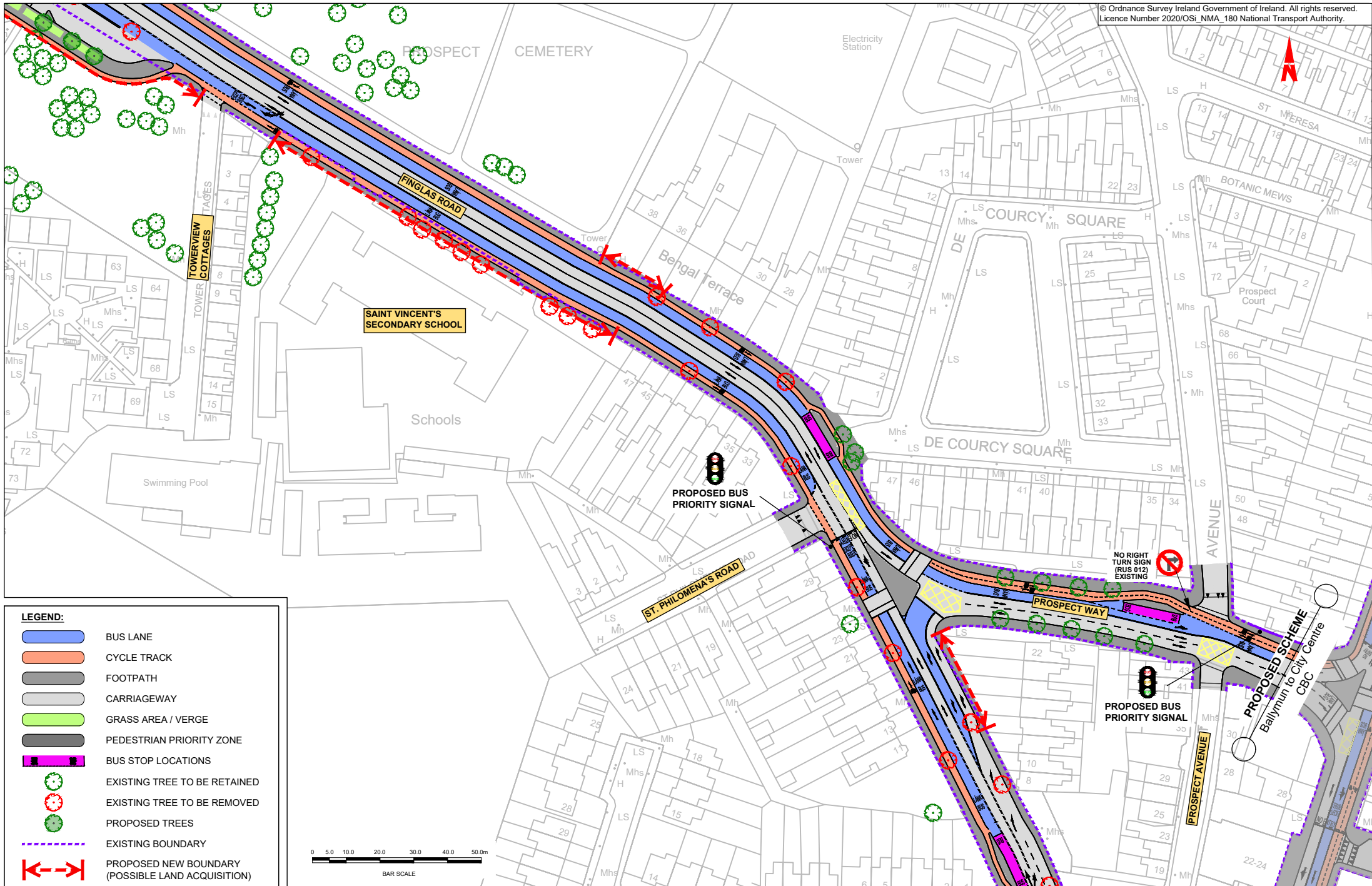




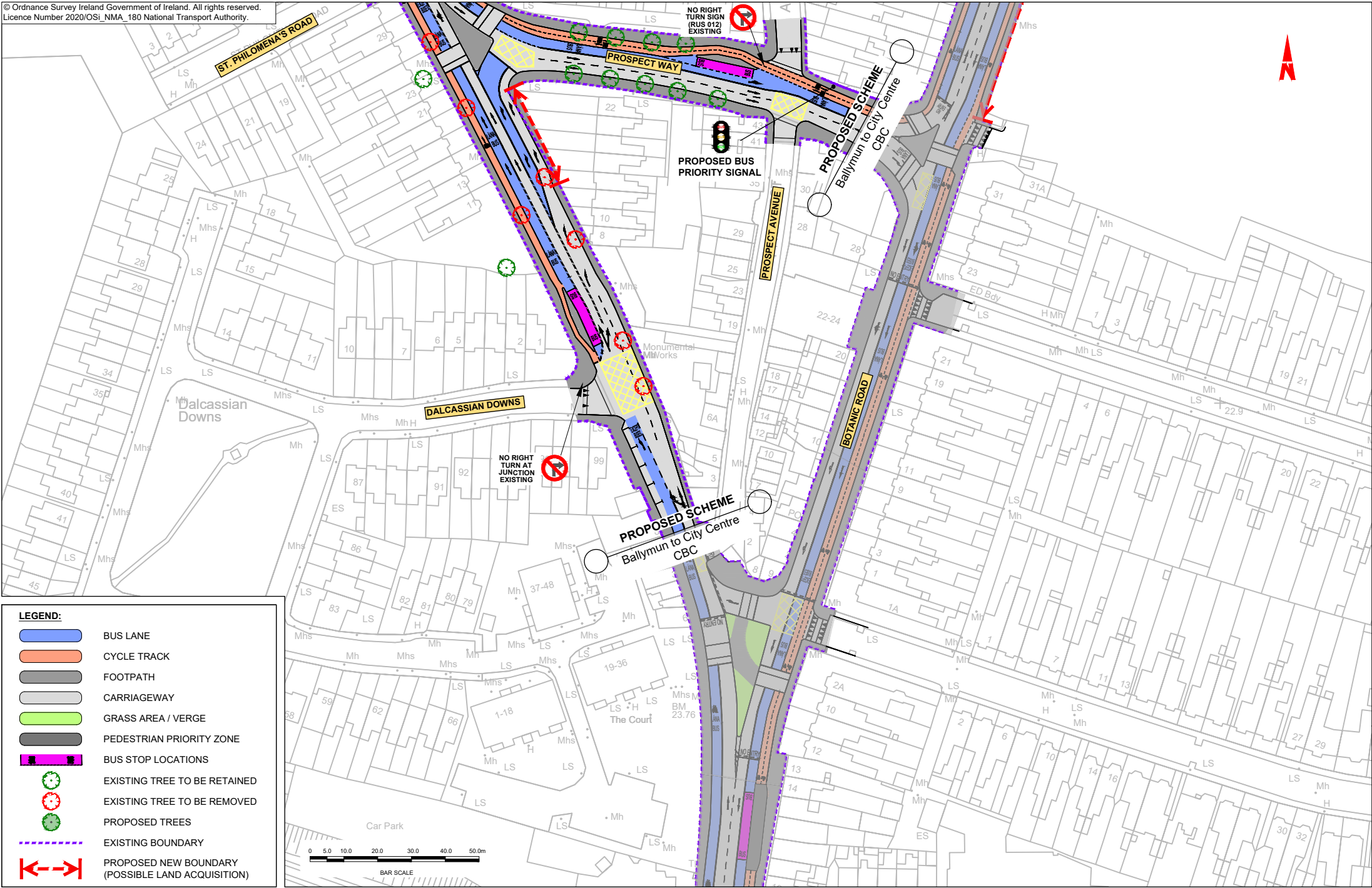












## Appendix C – Feasibility Study & Options Assessment Report

<https://busconnects.ie/initiatives/core-bus-corridor-background-information/technical-documents/>

## Appendix D – Emerging Preferred Route Brochure

<https://busconnects.ie/initiatives/core-bus-corridor-background-information/emerging-preferred-route/>

