

Dublin Area Bus Network Redesign

Report on 2018 Public Consultation

www.busconnects.ie



Contents

1. Overview of the Redesign Process.....	3
1.1 Introduction	3
1.2 Pre-Draft Consultation	3
1.3 Development of the Draft Dublin Area Bus Network Redesign.....	3
1.4 Public Consultation on the first Draft BusConnects Dublin Network Redesign	4
1.5 Next Step - Development of a Draft Final BusConnects Dublin Network	4
2. The Draft BusConnects Dublin Network Redesign – Public Consultation Process.....	5
2.1 Overview	5
2.2 Website and Social Media	5
2.3 Newspaper and Bus Shelter Advertisements	6
2.4 Stakeholder and Political Consultation	6
2.5 Direct Correspondence via Email and Phone Calls	6
2.6 Public Events.....	6
3. Analysis of the Public Consultation Feedback	9
3.1 Overview	9
3.2 Assessment Methodology	9
3.3 Misunderstandings of the draft Network Redesign Consultation Process	11
3.4 General Observations on the Consultation Feedback	12
3.5 Support for the draft BusConnects Dublin Network.....	13
4. Analysing the Consultation Submissions	14
4.1 Introduction	14
4.2 Spatial Breakdown of Consultation Feedback	16
4.3 Feedback by Specific Routes.....	18
4.4 Network wide Concerns and Issues	19
5. Local Area Specific Concerns and Issues.....	23
5.1 Ballsbridge Catchment Consultation Area	24
5.2 Ballyfermot Catchment Consultation Area	27
5.3 Ballymun Catchment Consultation Area.....	30
5.4 Blanchardstown Catchment Consultation Area.....	33
5.5 Bray Catchment Consultation Area.....	37
5.6 Cabra Catchment Consultation Area	40
5.7 Celbridge / Leixlip Catchment Consultation Area	43
5.8 City Centre Catchment Consultation Area	46

5.9	Clarehall / Donaghmede Catchment Consultation Area	49
5.10	Clondalkin Catchment Consultation Area	52
5.11	Clontarf Catchment Consultation Area	55
5.12	Coolock Catchment Consultation Area	58
5.13	Crumlin Catchment Consultation Area	61
5.14	Drumcondra Catchment Consultation Area	64
5.15	Dunboyne Catchment Consultation Area	67
5.16	Dundrum Catchment Consultation Area	70
5.17	Dun Laoghaire Catchment Consultation Area	73
5.18	Finglas Catchment Consultation Area	76
5.19	Greystones Catchment Consultation Area	79
5.20	Inchicore Catchment Consultation Area	82
5.21	Lucan Catchment Consultation Area	85
5.22	Malahide Catchment Consultation Area	88
5.23	Maynooth Catchment Consultation Area	91
5.24	Rathfarnham Catchment Consultation Area	94
5.25	Rathmines Catchment Consultation Area	97
5.26	Saggart Catchment Consultation Area	100
5.27	Skerries Catchment Consultation Area	103
5.28	Stillorgan Catchment Consultation Area	106
5.29	Sutton Catchment Consultation Area	109
5.30	Swords Catchment Consultation Area	112
5.31	Tallaght Catchment Consultation Area	115
6.	Conclusion and Next Steps	118

1. Overview of the Redesign Process

1.1 Introduction

In 2017, the NTA began work on reviewing the Dublin Area bus network, in collaboration with Dublin Bus and other stakeholders (incl. local authorities). Jarrett Walker and Associates (JWA), a private transport planning practice with specific expertise in bus network redesign, was appointed to provide advice and technical support.

1.2 Pre-Draft Consultation

The NTA in conjunction with JWA undertook a series of workshops with Elected Representatives from across the Dublin area, Local Authorities, and other stakeholders, to establish the principles and objectives of a Dublin bus network. Based on the output of these workshops, a public consultation exercise on the general principles of bus network design was undertaken, based around four potential strategies, namely:

1. Provide clearer service categories which allow users to easily identify higher-frequency services;
2. Simplify radial services into high-frequency spines;
3. Provide frequent orbital services; and
4. Replace infrequent radial services to town with frequent local services connecting to high-frequency spines.

11,000 people responded to this consultation, equating to 1% of Dublin's population. 89% agreed with pursuing 'strategy 2' to simplify the overlapping radial services into spines. 85% were positive about the orbital strategy, and 81% agreed that it was reasonable to ask people to change buses if it meant they got to their destination sooner – strategy 4.

Following this outcome, the NTA proceeded with the network redesign based on the feedback from members of the Dublin public who had engaged at this stage.

1.3 Development of the Draft Dublin Area Bus Network Redesign

In July 2017, the BusConnects team, comprising staff of the NTA, JWA, Dublin Bus, and local government officials, undertook a 2 week intensive workshop, with the objective of setting down a provisional draft network. The draft network was designed collaboratively, with the aim of achieving 80% agreement on the main bus routings.

The plan then went through further iterations, including an additional workshop focused on the special requirements for peak hour commuter services, leading to the initial recommended draft BusConnects Network.

The main features of the 2018 Draft Network were as follows:

- 7 main radial Spine Routes (with between 2- 4 branches each) and a set of secondary radials, maintaining direct access to Dublin city centre without changing buses for the majority of Dubliners;
- An overhaul of the orbital routes to significantly increase the choices for passengers to get around the city and suburbs without the need to go into town and to provide higher frequency interchange for those without direct access to town;
- Much higher frequencies across the network generally during the day;
- A new city centre orbital service; and
- New transport interchanges at suburban hubs.

Central to the design rationale was the intention to improve the bus network thereby allowing more people to get to more places quicker, as underlined by the 2017 survey results.

1.4 Public Consultation on the first Draft BusConnects Dublin Network Redesign

In July 2018, the draft BusConnects Dublin network was published, and released for a 12 week consultation period. The consultation included 33 public consultation events, direct liaison with politicians and stakeholders, and phone and email correspondence with the public.

The aim of this consultation was twofold:

- first, to engage with the wider public on this major project, as it was clear that the scale of change would require feedback from across the city, and from all sections of the community; and,
- secondly, to garner feedback on the draft proposals, particularly in relation to how the network would affect the daily travel patterns and experience of new and existing bus users, and what issues would need to be addressed to make the proposals more beneficial.

The concerns and issues raised by the Public on the first draft BusConnects Dublin Network are fully set out in this report.

1.5 Next Step - Development of a Draft Final BusConnects Dublin Network

Following the completion of the Public Consultation of the initial draft of the BusConnects Dublin Network in late September 2018, the BusConnects team (comprised of NTA staff) undertook a detailed review of the public feedback. This involved a review of each submission by the team, with the assistance of an independent external team.

This feedback supported the network revision process, which included further workshops on the wider network design, and specifically with regard to peak period commuter services.

2. The Draft BusConnects Dublin Network Redesign – Public Consultation Process

2.1 Overview

The scale of the public consultation exercise undertaken by the BusConnects team was extensive. The consultation process is considered to be a vital element of the project, to ensure that the final network design should incorporate as much feedback as possible.

The BusConnects Dublin Network Redesign is a central element of the wider BusConnects project, assessing the suitability of the bus network for its existing and potential passengers, and establishing the network on which to invest a significant amount of Exchequer funding. As such, it attracted massive publicity and interest.

The approach adopted by the BusConnects team was to provide the public with as much information via as many channels of communication as possible. These included:

- The development of the www.busconnects.ie website, with links to mapping, reports and local information brochures setting out details of the proposed network changes;
- Social media updates and correspondence;
- Newspaper and bus shelter advertisements;
- Stakeholder and political consultations;
- Direct correspondence via email and phone calls; and
- Public events.

Through these methods, members of the public could access the information they required to make comments and observations on the proposals, via a web based survey, email or written submission. The following sections describe this process in detail.

2.2 Website and Social Media

The BusConnects team developed a dedicated website to create a ‘one-stop-shop’ approach to all information related to the draft BusConnects Network redesign.

The website also hosted the BusConnects Network survey, which facilitated online feedback on the network proposals.

The www.busconnects.ie website experienced heavy traffic throughout the consultation process, with 280,162 hits between July and September 2018.

The BusConnects team also supported information provision through social media channels, addressing queries and disseminating information on the BusConnects Dublin Network project, from design details to information on the location and timing of Public Events.

2.3 Newspaper and Bus Shelter Advertisements

To maximise public knowledge to the draft BusConnects Dublin Network Redesign, an advertisement campaign was undertaken, primarily focused on national and local newspapers, with additional bespoke advertisements at bus shelters across the Dublin Bus network. The primary focus of this campaign was to raise general awareness of the project, but also to direct people to both the website for more information, and also to advise the public of the consultation events occurring throughout the Dublin area.

2.4 Stakeholder and Political Consultation

It was important to liaise directly with both elected representatives and various stakeholders, and a number of direct consultation meetings with elected representatives were held throughout the consultation period.

Specifically, a private briefing session for public representatives was held at the BusConnects Dublin launch day event. The BusConnects team also provided individual briefing sessions to Councillors in each of Dublin City Council; Fingal County Council; Dun Laoghaire Rathdown County Council and South Dublin County Council, plus sessions for members of Kildare County Council, Meath County Council and Wicklow County Council within the Dublin Bus operational area.

In addition, an information session was held in the Alexander Hotel for all members of the houses of the Oireachtas.

2.5 Direct Correspondence via Email and Phone Calls

Staff of the NTA responded to approximately 1,500 email queries and hundreds of telephone queries from members of the public during the consultation period. These queries ranged from general queries on how the network would function, to specific questions on how the revised network would impact on the individuals' personal travel habits.

2.6 Public Events

A total of 33 public events were held across the Dublin area, attended by NTA and Dublin Bus staff. These ran from 2pm- 8pm or 3pm- 7pm depending on the hours of operation of each venue and the availability of resources. The venues, dates and times are listed below:

Table 2.1 – Public Events hosted by the NTA and Dublin Bus

Date	Venue	Time
2 nd August	Finglas – Charlestown Shopping Centre	2-8pm
8 th August	Ballymun – Civic Centre	2-8pm
9 th August	Coolock – Northside Shopping Centre	2-8pm
10 th August	Tallaght – The Square Shopping Centre	2-8pm
16 th August	Swords – Pavilions Shopping Centre	2-8pm
17 th August	Clondalkin – Liffey Valley Shopping Centre	2-8pm
22 nd August	Clarehall – Shopping Centre	2-8pm
23 rd August	Donaghmede – Shopping Centre	2-8pm
24 th August	Dundrum – Town Centre	2-8pm
29 th August	Crumlin – Ashleaf Shopping Centre	2-8pm
30 th August	Celbridge – Shopping Centre	2-8pm
31 st August	Stillorgan – Talbot Hotel	2-8pm
3 rd September	Skerries – Community Centre	3-7pm
4 th September	Lucan – Spa Hotel	3-7pm
5 th September	Cabra – Navan Road Shopping Centre	2-8pm
6 th September	Blanchardstown – Town Centre	2-8pm
7 th September	Rathfarnham – Shopping Centre	2-8pm
7 th September	Bray – Castle Street Shopping Centre	2-8pm
10 th September	Clondalkin – Civic Offices	3-7pm
11 th September	Ballsbridge – Ballsbridge Hotel	3-7pm
11 th September	Inchicore – Richmond Barracks	3-7pm
12 th September	Clontarf – Clontarf Castle Hotel	3-7pm
12 th September	Sutton – Marine Hotel	3-7pm
13 th September	Greystones – Shopping Centre	2-8pm
14 th September	Dún Laoghaire – Bloomfields Shopping Centre	2-8pm
14 th September	Maynooth – Manor Mills Shopping Centre	2-8pm
17 th September	Malahide – Grand Hotel	2-8pm
18 th September	Rathmines – Swan Centre	2-8pm
19 th September	Ballyfermot – Community Civic Centre	3-7pm
20 th September	Dublin City Centre - Busáras	3-7pm
21 st September	Dunboyne – Dunboyne Castle	3-7pm
21 st September	Drumcondra – Skylon Hotel	3-7pm
25 th September	Saggart – City West	3-7pm

Over the course of the 8 weeks of events, the staff of the NTA and Dublin Bus met an estimated 15,000 members of the public face-to-face. The conversations reflected a range of opinions, and some of the events also featured organised protests, led by neighbourhood groups and local politicians. Overall, the events were considered successful in providing an opportunity for the NTA and Dublin Bus to explain the consultation process and its purpose, i.e. to communicate the reasons behind the BusConnects Dublin Network Redesign and to get direct feedback from the people of Dublin. The ultimate aim was to ensure that the network could be revised in a positive manner that reflected the issues raised by local communities.

3. Analysis of the Public Consultation Feedback

3.1 Overview

In total, the BusConnects team received almost 28,000 submissions through our online survey, by email and post. Additionally, more than 20,000 people signed petitions. These were categorised as follows:

Table 3.1: Public Submissions by type

Submission Source	Received
Emails	7,066
Survey - online	20,751
Post / courier	683
Consultation Sessions – (collated responses)	31
TOTAL	28,531

Table 3.2: Public Petitions

Petitions	Received	Signatures
Petitions	65	20,209

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 second draft of the BusConnects Dublin Network Redesign. The methodology for this analysis is detailed below.

3.2 Assessment Methodology

Given the volume of feedback from the consultation process, there was a considerable task in collating and assessing the variety of suggestions, issues, concerns and comments related to the draft BusConnects Dublin network.

The BusConnects team undertook an initial overview of submissions and petitions to establish the scope of the comments. While there were a number of submissions which generally supported the scheme, and a number of submissions which put forward amendments to the proposed network, it was clear that the main task of the consultation assessment was to identify and collate the key issues and concerns raised during the process.

At the outset it was noted that many of the comments and issues were generic and related to the draft BusConnects Dublin Network proposals, and / or consultation process as a whole. There were also clearly ‘localised’ issues, which could be aggregated for local areas. The BusConnects team

decided that the assessment of the consultation process should be broken down to reflect the generalised comments and spatially specific issues separately.

In its initial assessment, the BusConnects team focused on identifying key themes which could be used to filter and categorise the large volume of comments. Based on this assessment, the BusConnects team identified five overarching categories which covered the majority of comments and issues raised. These categories were:

- Network – reflecting issues related to the routing and operation of the proposed bus routes (including the need for interchange);
- Connectivity- reflecting issues with access to shops, services and Dublin City Centre;
- Infrastructure- which related to issues with the provision of new infrastructure linked to the BusConnects Dublin project;
- Socio-Economic- reflecting issues of the impact the new network might have on the social and economic functions and needs of areas and individuals; and
- Project- reflecting issues raised about the BusConnects project as a whole, and the consultation process.

These general categories were further disaggregated to ensure that the specific elements of the issues and concerns raised could be logged more accurately. These ‘themes’ are set out in Table 3.1 below.

Table 3.1 Breakdown of Categories and Themes

Category Description	Theme Title
Network	Loss / Reduction of Existing Service
Network	Interchange Required
Network	Longer Journey Times
Connectivity	Access to Schools & Colleges
Connectivity	Access to Hospitals
Connectivity	Access to Dublin City Centre
Connectivity	Access to Local Shops & Services
Infrastructure	Requirement for New Infrastructure
Infrastructure	Integration between Modes
Socio-economic	Impact on the Elderly / People with Disabilities
Socio-economic	BusConnects Does Not Serve Our Area
Socio-economic	BusConnects Does Not Cater for New Developments
Socio-economic	Additional Inconvenience (e.g. longer walking distance)
Socio-economic	Will Now Need to Drive
Project	Public Consultation Process

Insofar as possible, it was also deemed necessary to categorise the bus routes which attracted most comments in the consultation process, as well as site specific destinations which were highlighted, particularly in relation to Health and Educational establishments.

Although the BusConnects team reviewed all submissions made, due to the volume of submissions it was necessary to contract in additional resources to assist in the collation of the consultation feedback. To this end, the NTA got external assistance to undertake the task of verifying and quantifying the voluminous data. This task was restricted to sorting, logging and quantifying the data in a systematic and organised manner. The objective of this work was to provide a quantifiable summary of the feedback. This was then used by the BusConnects team to assist in the assessment of the main issues and concerns about the draft BusConnects network.

3.3 Misunderstandings of the draft Network Redesign Consultation Process

It is worth stating at the outset of the review, that the BusConnects Dublin Network Review Consultation Process was, to a certain extent, challenged by misunderstandings of the scope and purpose of the process. In particular, the following issues were identified:

BusConnects Core Bus Corridors

The BusConnects Dublin brand ‘umbrella’ covers a multitude of projects e.g. the Dublin Area Bus Network Redesign, Core Bus Corridor Infrastructure, fares and livery. Due to the large amount of on-going work by the NTA, it was inevitable that issues and concerns related to other BusConnects projects became entangled in the draft BusConnects Dublin Area Network Redesign. In particular, issues and concerns in relation to the Core Bus Corridor project were raised often in the Consultation Feedback, with noticeable volumes of submissions in specific areas.

Incorrect Association of Direct Award PSO Bus Contracts

The timing of the draft BusConnects Network redesign also coincided with the opening up of some Dublin Bus routes to competitive public tendering, and the awarding of the resulting contract to a private company. This process, and its implementation, was not universally welcomed, with many individuals and groups linking BusConnects with what they perceived as the ‘privatisation’ of the bus network in Dublin.

Misinterpretation of the Consultation Material

It is noted that some members of the public found it challenging to understand the maps used to present the network revisions. It is also apparent that the presentation and promotion of how the network would function was misinterpreted. In particular, the potential to interchange between buses was misunderstood, with many people believing that it would be a requirement, while the reality was that the vast majority of the population would retain direct access to the city centre without having to change buses. This was accentuated by the misinterpretation of the maps, which led many to believe that a convergence of spine route (A1- A2) into the A spine – would require an ‘interchange’ (e.g. getting off an ‘A1’ and onto an ‘A’). This was not the case.

Misinformation

The general misunderstanding of the consultation material by members of the public was, in some cases, heightened by the dissemination of inaccurate and in some cases incorrect information by other parties about the draft BusConnects Dublin Network. In most cases this was due to misinterpretation of the network design, but once the misinformation was in the public domain, it often became 'fact'.

While the BusConnects team were able to correct these issues at the public events and through emails and phone calls, it was not possible to fully redress this issue. This undoubtedly caused unnecessary distress for some members of the public, and may have limited the understanding of the real information.

3.4 General Observations on the Consultation Feedback

Although the draft BusConnects Dublin Area Network Redesign consultation was not without issue, in particular due to the misunderstandings of the scope and purpose of the process, the BusConnects Team did acquire a large volume of valid and helpful information from the public. Much of this information is unquantifiable, but it has formed a critical element in the evolution of the final draft BusConnects Dublin Area Network Redesign.

For the first time, the residents of the entire Dublin area were provided an opportunity to converse and debate with decision-makers about their day-to-day use of public transport (not just the bus). Members of the public were able to communicate their needs and desires in relation to public transport, and express how it could work better for both themselves and their communities.

What emerged was a comprehensive socio-economic geography of Greater Dublin, which the BusConnects Team have used as central input to the final draft BusConnects Network. At a high level, the BusConnects Team gained a greater insight into the growing and critical importance of the bus network for peak-hour commuting, the pattern of travel, and the use of the bus with regard to:

- The social links between the villages and communities of the city and the need to maintain and improve the links between them;
- The primacy of the City Centre for almost everyone in the Dublin area;
- The need for links to cultural and leisure attractions;
- The importance of local trips by bus to the major hospitals;
- The importance of links to shopping centres;
- The dispersed nature of school catchments;
- The wide range of trip purposes that people undertake by bus;
- The times of day people would like to travel by bus; and,
- The fact that almost everyone values their ability to use the bus.

In spatial terms, urban and suburban Dublin has developed as a series of closely-linked communities radiating out from the centre, generally evolving sequentially over time. In many cases, these centres can be defined by the main roads, such as the Rathfarnham and Templeogue Roads or the Navan Road, and the socio-economic geography of the city can be traced along these corridors.

This emerged very strongly in certain locations, in particular the influence of Rathmines on a vast swathe of south-west Dublin including Kimmage, Crumlin, Perrystown, Terenure, Rathfarnham and Templeogue. There were other examples, such as Dún Laoghaire and Blackrock on the southside, and Phibsborough and Drumcondra on the northside. Clearly, the major town centres of Tallaght, Blanchardstown and Swords also fitted this pattern for their catchments.

It was also became more apparent that increasingly the trips made by bus are no longer primarily at the traditional commuter times, with many of the trip purposes listed above more likely to take place outside the peak hours, and the maintenance of all peak and particularly off-peak services was seen as vital to ensure that the bus service continues to be a viable travel option.

While the points above highlight some of the softer issues raised as part of the Consultation Process, the following section describes a more definitive lists of issues and concerns raised initially across the entire Network, and then more specifically at a localised level.

3.5 Support for the draft BusConnects Dublin Network

Although it is noted, and acknowledged, that the majority of submissions received clearly articulated issues and concerns with the draft BusConnects Dublin Network, there was also positive feedback on the proposals. As with all proposed large-scale projects, the elements which are supported by some are opposed by others, but it is worth pointing out key features of the proposals that were seen as positive.

In relation to the network redesign, there were a number of the route proposals which acquired support. In particular, the concept of 'spine routes' was generally welcomed, and the improved and additional orbital links and increased off peak operating frequencies were generally positively received. It was also noted that the proposed improved weekend bus services was a useful proposal.

A number of the linked benefits of the BusConnects Dublin Network redesign programme were clearly identified as positive, particularly the development of a streamlined 90 minute fare structure. This received a high level of support. There was also a general appreciation of the potential to 'decongest' the city streets of buses. This included support for the pedestrianisation of College Green, which was before An Bord Pleanála at the time of the Consultation.

4. Analysing the Consultation Submissions

4.1 Introduction

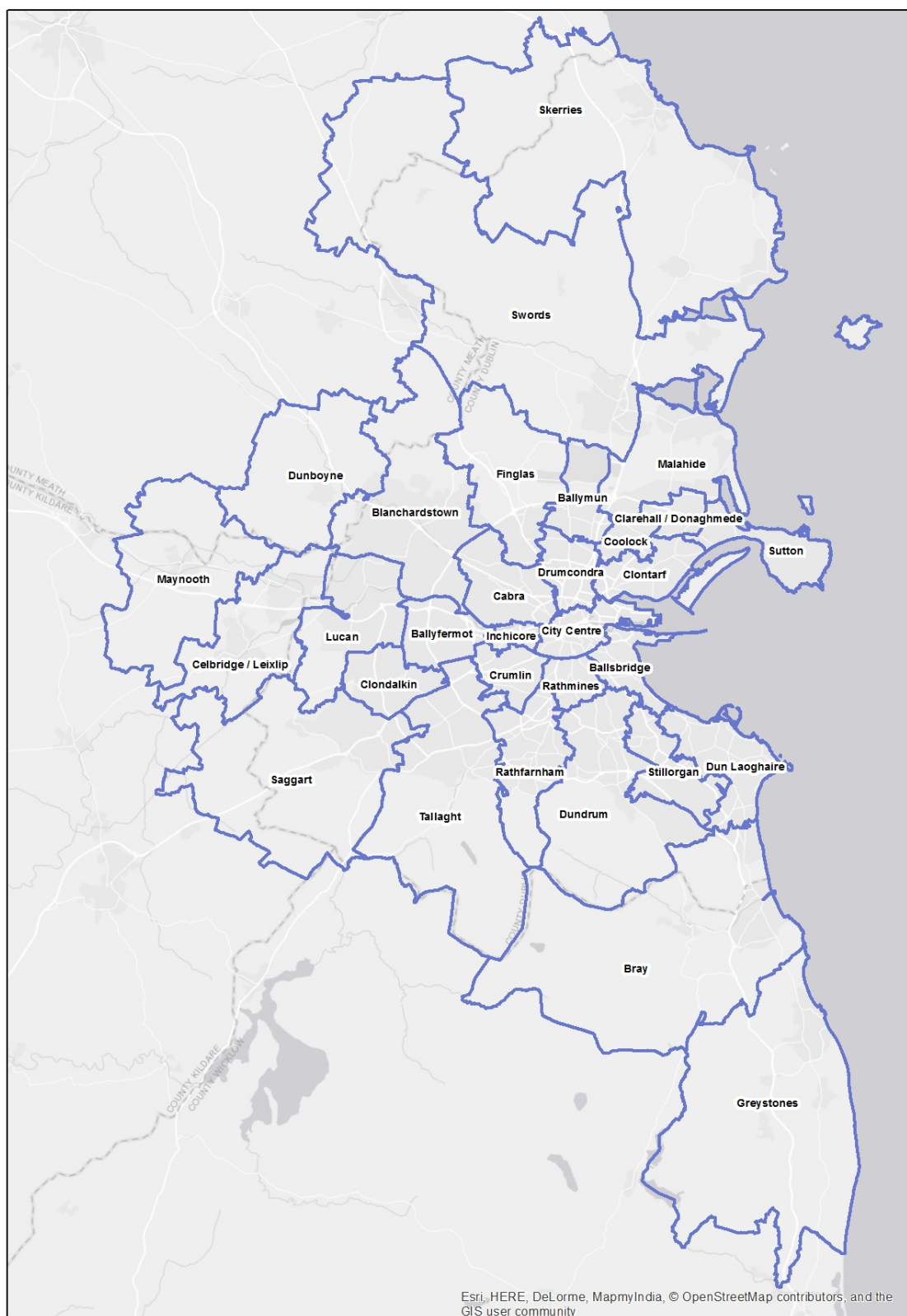
The draft BusConnects Network Consultation received over 28,000 individual submissions, in addition to 65 public petitions and one-on-one verbal communications, resulting in a vast quantity of information to process and collate into a legible and usable information source. The process took many months to complete, with the qualitative analysis of the BusConnects team of researchers, backed by a quantitative assessment of the submissions.

The Consultation Feedback has been broken into two sections, as follows:

1. An overview of general breakdown of the feedback, identifying the geographical areas, and bus routes which attracted most specific comments, and highlighted the 'big picture' concerns and issues raised about the draft BusConnects Network project as a whole; and,
2. A review of the Consultation Feedback at a localised level. This will illustrate the main concerns raised by responses which stated where they lived / the area they wished to make comments on. In total 31¹ Consultation Areas were created by the BusConnects Team. This allowed the analysis to assess more specific concerns and issues to provide input into the finalised BusConnects Network design. A map of the 31 Consultation Areas is set out in Figure 4.1 below.

¹ 33 Consultation Sessions took place, however due to the geographical overlap, the input from the Clarehall and Donaghmede and Lucan and Liffey Valley sessions were combined.

Figure 4.1: Map of the Consultation Area



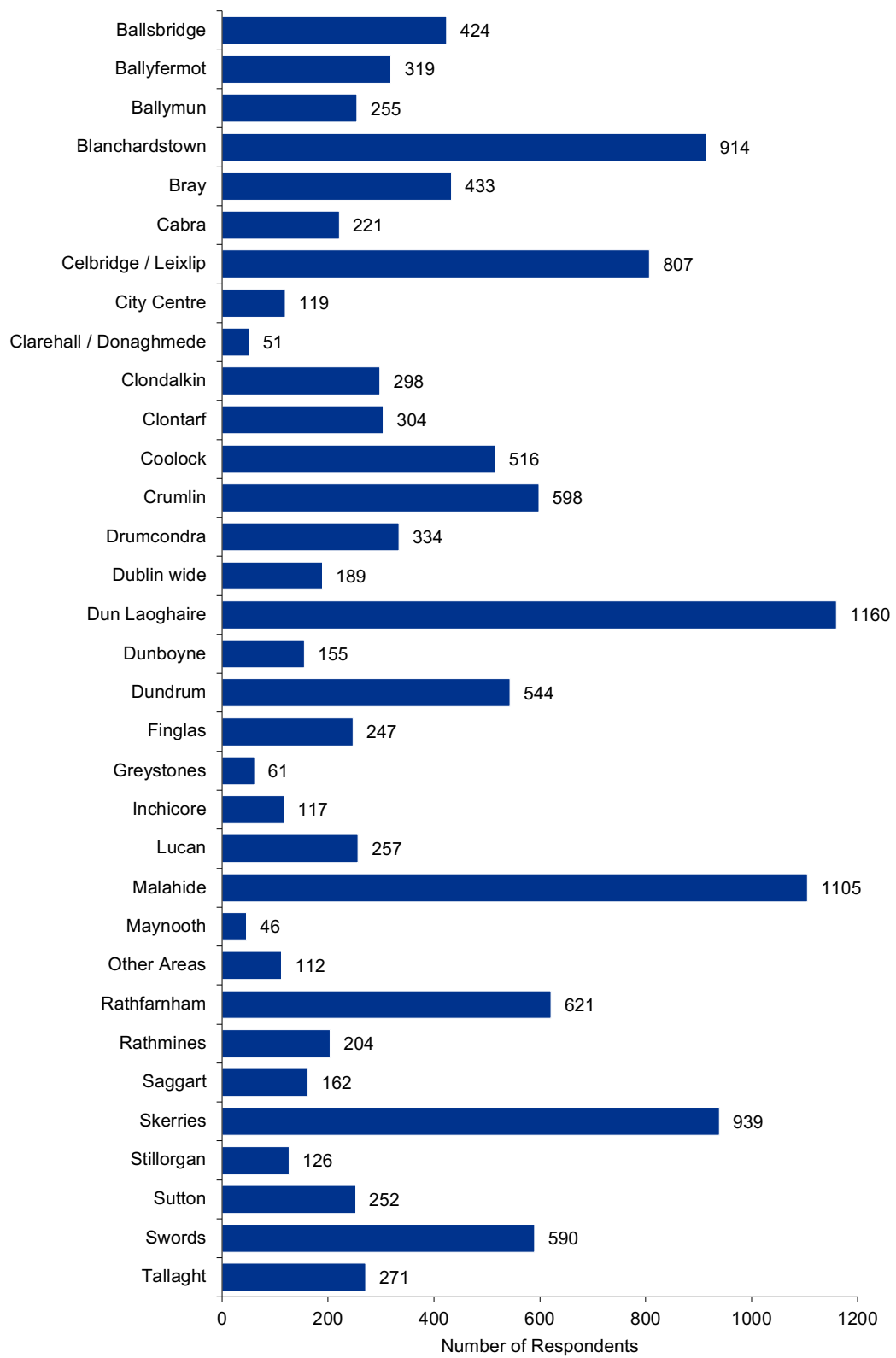
4.2 Spatial Breakdown of Consultation Feedback

The feedback on the draft BusConnects Dublin Network Redesign came from across the Dublin Region. The following Figure 4.2 illustrates the spread of verified² comments geographically. Although feedback was received from all areas, it is clear that a number of areas produced more comments, namely:

- Dun Laoghaire
- Malahide
- Skerries
- Blanchardstown
- Celbridge / Leixlip
- Rathfarnham
- Crumlin
- Coolock
- Dundrum
- Swords
- Blanchardstown

² Verified responses relates to those comments which could be quantified as a defined geographical area.

Figure 4.2 Location of verified Respondent Locations



4.3 Feedback by Specific Routes

In many cases individual feedback related specifically to an existing bus services or proposed bus services. This was not as easy to quantify, with many submissions naming numerous buses, or commenting specifically on sections of bus routes.

The quantification process carried out identified that almost all routes on the current and proposed networks got mentioned in the feedback. It was not easy to quantify or disaggregate the information, however the following tables present the most referenced bus routes. These are set out below.

Table 4.1: Most Referenced Existing Bus Services

<u>Route No</u>	<u>Description</u>
4	Monkstown – City Centre – Ballymun
33x	Skerries – Rush – Lusk – City Centre
33	Balbriggan – Skerries – Rush – Lusk – Swords – City Centre
42	Portmarnock – Malahide – City Centre
142	Portmarnock - UCD
27	Clare Hall – City Centre – Jobstown
70	Dunboyne – City Centre
14	Beaumont – City Centre – Dundrum
7	Loughlinstown – Dún Laoghaire – City Centre
15A	Greenhills – Terenure - City Centre – Ringsend

Table 4.2: Most Referenced Proposed BusConnects Dublin Bus Services

<u>Route No</u>	<u>Description (Draft 1 June 2018)</u>
A Spine	Terenure – City Centre – Whitehall
A1	Clongriffin – City Centre – Ballycullen
C4	Celbridge – City Center – Ringsend
B Spine	Blanchardstown – City Centre – UCD
280	Portrane – Clongriffin
D Spine	Clare Hall – City Centre – Crumlin
E Spine	Ballymun – City Centre - Foxrock
C3	Maynooth – City Centre – Ringsend
C Spine	Lucan – City Centre – Ringsend
F Spine	Finglas – City Centre - Kimmage

4.4 Network wide Concerns and Issues

Based on work carried out by the BusConnects team, the range of concerns and issues raised across the Dublin Region were collated into five overarching categories, namely:

- Network
- Connectivity
- Infrastructure
- Socio-Economic
- Project

Expanding on the key issues raised across the consultation process, a breakdown of the main issues raised under each category in the Consultation feedback are broken down in more detail below:

Network

- **Changing buses.** The prospect of having to change buses to complete a journey (particularly to the city centre) was a significant concern across the city. This was seen as a particularly unattractive prospect by those who currently travel directly by one bus.
- **Changing to Luas / Rail.** Related to changing buses, changing to another mode to complete a journey (particularly to the city centre) was an area of concern. This was seen as a particular issue due to the experiences of existing overcrowding on the Luas and DART, especially in the peak commuter periods.
- **Operating Hours.** The public, across the city, wanted extended operating hours. While the proposed extensions were welcomed, the lack of 24hr services was mentioned.
- **Frequency of Buses.** There was a concern that the BusConnects Project would mean less frequent services. This was particularly prevalent in areas where the network had been restructured, resulting in a reduction in the absolute volume of buses passing along a particular link.
- **Timetabling.** There was a concern that it would not be possible to ensure that buses required for interchange will arrive on time. This was particularly an issue with regard to higher frequency services meeting lower frequency services.

Connectivity

- **Links to Health Services.** There was a general level of concern over some breaks in direct links to health care, in particular to the larger hospitals.
- **Links to Education.** There was a general level of concern over some breaks in direct links to education. In many cases there had been traditional links to schools outside the natural

catchment of local areas, which is served by the existing bus network. There was a general requirement identified for linkages to 3rd level institutes. There were also concerns raised across the city about links serving specialist schools which would be affected by the proposed network redesign.

- **Links to Local Services.** There was a general concern about how the new network would serve established links to local services, including shops, post offices, churches and community facilities. Although specific cases were often highlighted, this was an issue which resonated across the City.
- **Direct Links to the City Centre.** It was clear that, generally, people prefer to have access to a direct service to the city centre. This is particularly prevalent with peak hour commuter travel, where many people had concerns about an entire bus load of people getting off one bus to wait for another.

Infrastructure

- **College Green and Dublin City Centre.** A wide number of submissions raised issues with the closure of College Green to buses. There was concern over the restrictions this will place on passengers accessing the city centre and in particular the shopping areas. There was also concern that the closure would add significantly to the levels of bus congestion on the streets of the city centre.
- **Core Bus Corridors.** There were numerous submissions that raised issues which directly relate to the implementation of the Core Bus Corridors. Although this is not directly under the remit of the draft BusConnects Network redesign, the argument was put forward by some that the network could not be implemented effectively and in full without the infrastructure in place.
- **Interchange Facilities.** There was a high level of concern over the ability to have quality interchange facilities in place. Many had issues with the possibility of having to change buses at the side of the road without adequate facilities. There were also concerns raised about the ability of the BusConnects Network to operate without the interchanges in place, in particular with respect to the 'major' interchanges at shopping centres such as Blanchardstown and Tallaght.

Socio-Economic

- **Impact on Elderly and Mobility Impaired.** There was a general concern that the revised bus network would require people to walk further, and to get on and off buses more often. These issues were seen as disproportionately impacting on elderly, those with mobility impairments and those with other constraints, such as parents with a pram or buggy.
- **Personal Safety.** There was a general perception that direct bus services are the safest mode of transport, with DART and Luas perceived as a less attractive option, particularly outside peak hours.

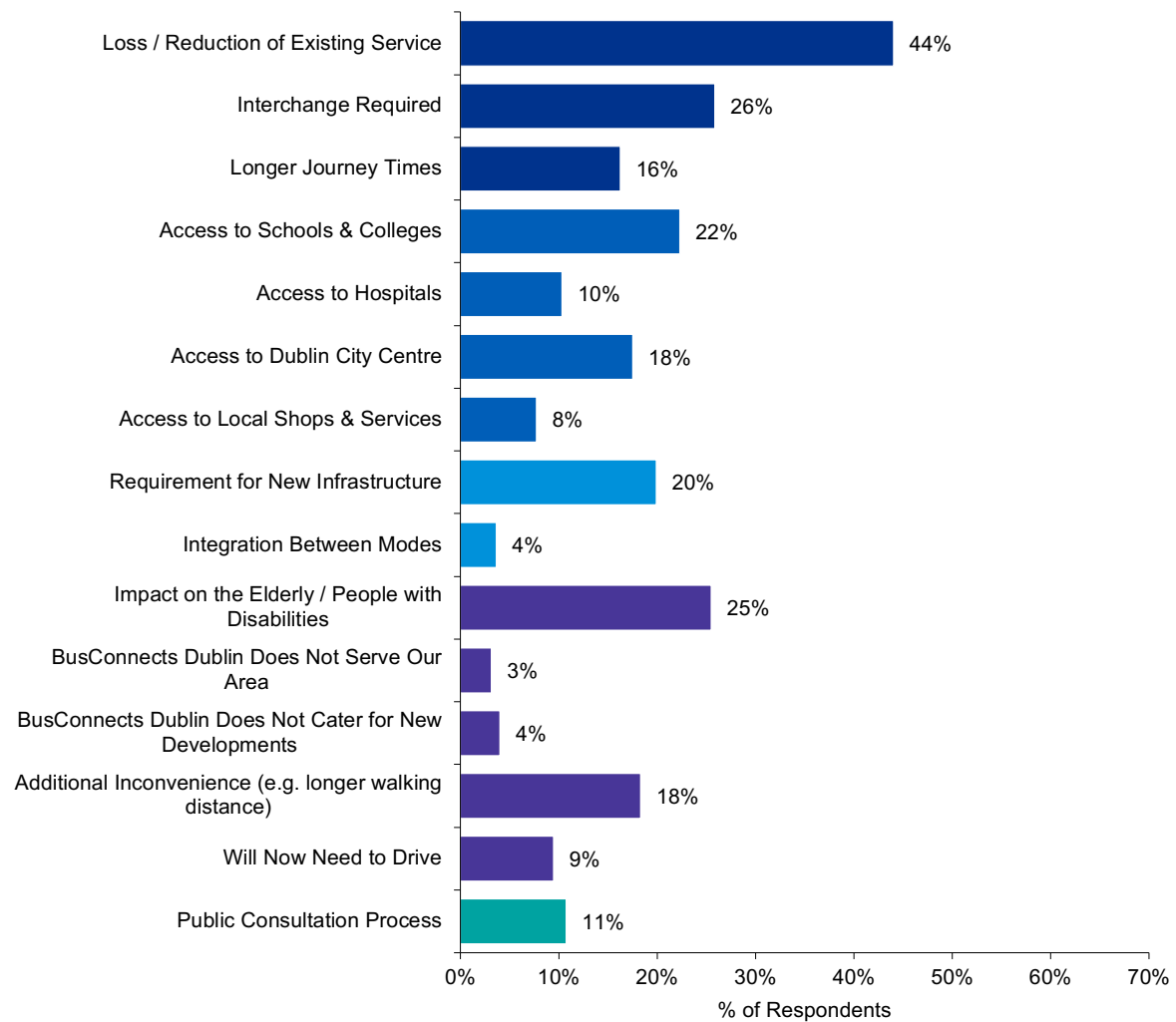
- **Two buses to School.** There was a general dissatisfaction that some children would be forced to change buses to get to school, which was seen as a significant safety concern.
- **Learning difficulties.** There was a general concern that people with learning difficulties would have significant problems adapting to new bus routes, numbers and timetables.
- **Lack of Service.** A number of submissions raised the issue that the revised network did not take into account new development areas and growing populations or employment areas.
- **Forced to drive.** A number of submissions raised the prospect that due to the revised bus network, they would have no option but to use their car for trips they can currently undertake with the bus.
- **General Concerns.** There was a general level of apathy towards the need to change the bus network, with a variety of submissions based around the belief that 'if it isn't broken don't fix it'.

Project

- **Consultation Process.** There were issues raised with the process and manner with which the draft BusConnects Network redesign was presented to the public. The issues highlighted included difficulties with the illegibility of maps, the perceived poor advertisement of the project, the lack of direct interaction with the public- including the difficulties for the working public to access the consultation sessions - and the perceived lack of communication with stakeholders, in particular advocacy groups and community groups.
- **Lack of Coordination.** Concerns were raised about the volume of consultations ongoing, and the general lack of understanding about how the projects interact. This was particularly the case with regard to the interaction between the BusConnects Network Redesign and the BusConnects Core Bus Corridor projects, although the Metrolink project and the introduction of new PSO services operated by a private operator were also mentioned.
- **Privatisation.** There was a misperception by some people that the entire process was being undertaken to facilitate the privatisation of the Dublin Bus Network.
- **Project Costs.** A number of people raised concerns over the costs of the project, and the appropriateness of the spending proposals.

Further to this, the Consultant Team collated these issues into 'themes' under each category, which allowed them to quantify the breakdown of the issues raised. This is presented in Figure 4.3 below.

Figure 4.3: Breakdown of Issues Raised by Theme



5. Local Area Specific Concerns and Issues

This section presents a synopsis of the issues and concerns raised locally, aggregated into the 31 'BusConnects Dublin Consultation Areas' as identified by the NTA. The data presented is an amalgamation of empirical information gathered by the team tasked with collating the feedback submissions, and the assessment analysis of all consultation material received (submissions and verbal communications), which was carried out by the BusConnects team within the NTA.

In each area the general issues have been summarised into charts, which identify the percentage of responses that referenced particular types of issues. The issues have been grouped and colour coded under the categories set out in Section 3.2 above, and then organised into 'themes'

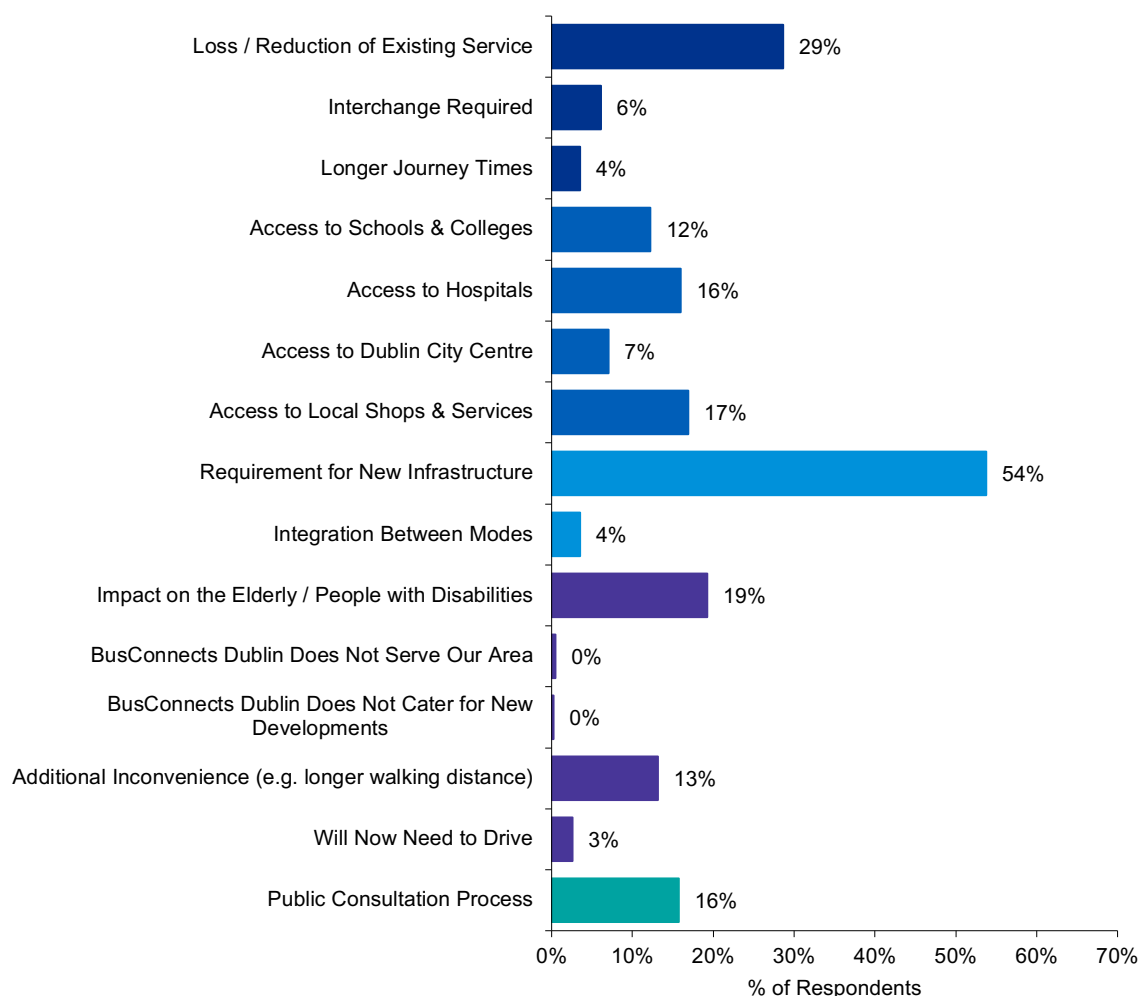
5.1 Ballsbridge Catchment Consultation Area

Overview

This area covers the communities of Ballsbridge, Sandymount, Ringsend, Irishtown, Booterstown and Donnybrook, in addition to a number of residents' petitions. In total 424 submissions were verified as being from this locality. On 11th September 2018 a public information session was held at the Ballsbridge Hotel, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Infrastructure, specifically the proposed new Core Bus Corridors (subject of a separate consultation exercise) and the perceived lack of integration between transport modes. Access to local shops and services and to hospitals were key concerns, as was the perceived reduction in services, with a number of respondents stating that the revised network would not serve the area as well as the existing network.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 1, 47 & 18 routes.
- Most frequently referenced BusConnects Dublin proposed routes - C1 & C2 routes & C spine.

Key Themes

- The most frequent theme was a requirement for new infrastructure, referenced by over half of respondents.
- Over a quarter of respondents referenced that there would be a loss / reduction in an existing service.
- Almost a fifth of respondents referenced the impact on the elderly and people with disabilities.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- University College Dublin was the most frequently referenced educational institution.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Connectivity to St. Vincent's Hospital.** The existing 47 service provides connectivity to St. Vincent's Hospital. There is no direct replacement for this service. However, the proposed B spine would run along Merrion Road and turn up Nutley Lane.
- **Loss of Connectivity to Sandyford.** The existing 47 service provides connectivity to Sandyford. There was no direct replacement for this service and this trip would require an interchange.
- **Loss of Service in Sandymount Village.** The proposed C1 would replace the 1, which serves Sandymount. However, the C1 is proposed to run along Beach Road/Strand Road, rather than through Sandymount village.

Amended Network

The issues raised in the consultation feedback as they relate to Ballsbridge were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to

provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Ballsbridge area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

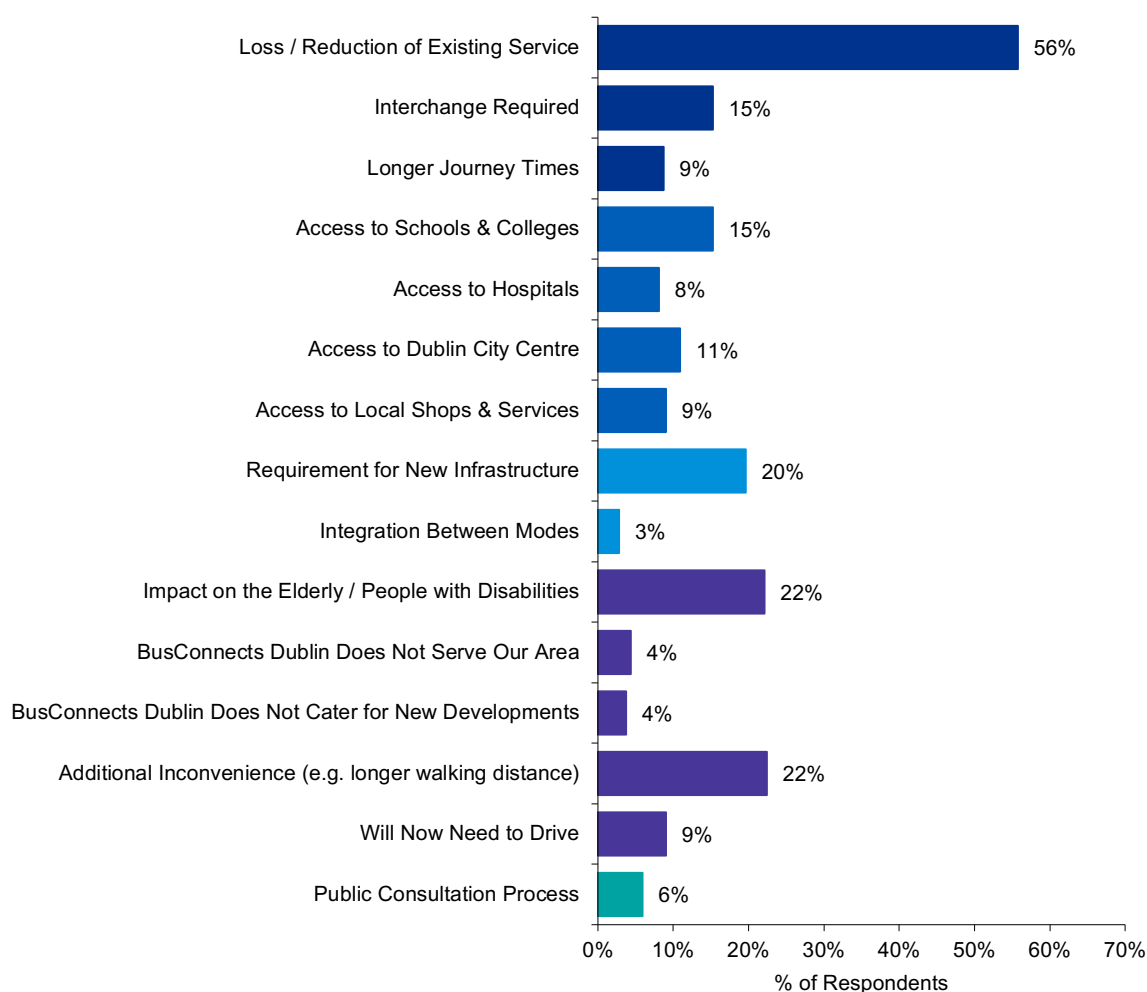
5.2 Ballyfermot Catchment Consultation Area

Overview

This area covers the communities of Ballyfermot, Chapelizod, Palmerstown, Park West, Neilstown, Ronanstown and Balgaddy. In total 319 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 19th September 2018 a public information session was held at the Ballyfermot Civic Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, in particular the perceived reduction in services. A number of respondents felt that the proposed network would not serve their area as well as the existing network does, which would require them to drive for trips currently made by bus. A number of submissions mentioned new road infrastructure (which is subject of a separate public consultation on the Core Bus Corridors).

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 18, 79 & 79A routes.
- Most frequently referenced BusConnects Dublin proposed routes - 14 route, G & C spines.

Key Themes

- The most frequent theme was that there would be a loss / reduction in service, compared with an existing service, referenced by over half of respondents.
- Over a fifth of respondents referenced additional inconvenience and the same proportion referenced the impact on the elderly and people with disabilities.

Access to Hospitals

- Stewart's Hospital Palmerstown was the most frequently referenced hospital. Our Lady's Children's Hospital and Tallaght Hospital were also referenced by a number of respondents.

Access to Schools and Colleges

- Maynooth University was the most frequently referenced educational institution.

Service Provision

- Chapelizod was referenced as not being served by BusConnects Dublin.
- Palmerstown and Chapelizod were most frequently referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Service to Estates south of Ballyfermot Road.** The 79 and 79a currently serve the housing estates to the south of Ballyfermot Road. The proposed G1 takes a slightly different route, with the result that Oranmore Road and Spiddal Road would not be as well served, and Decies Road would not be served.
- **Loss of Link to Finglas.** The existing 40 route provides a direct connection between Ballyfermot and Finglas. This would require interchange under the proposed network.
- **Adequacy of Services to Chapelizod.** Chapelizod is currently served by the 66 and 67 services from Maynooth, Celbridge and Leixlip, although the buses are often full upon arrival at Chapelizod.
- **Loss of Connectivity to Lucan from Chapelizod.** The 66 and 67 currently provide a direct service to Lucan, Leixlip, Celbridge and Maynooth. This direct connection west would be lost, requiring interchange to the C spine. This has been raised in the context of school children attending school in Lucan.

- **Loss of Direct Service to Tallaght.** The 76 currently travels from Ballyfermot to Tallaght via Liffey Valley and Clondalkin. The proposed W2 service to Tallaght would start in Liffey Valley and would therefore require interchange to connect with Ballyfermot.
- **Loss of Direct Services to Hospitals.** Ballyfermot is currently well connected to hospitals at Tallaght, St. Vincent's, Crumlin and Stewart's. A number of submissions noted that these journeys would now require interchange.
- **Concern at Loss of 79/79a Using Quays Rather Than Inchicore.** A preference was expressed for access to the city centre to be via the quays rather than via Inchicore, which is more congested.

Amended Network

The issues raised in the consultation feedback as they relate to Ballyfermot were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Ballyfermot area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

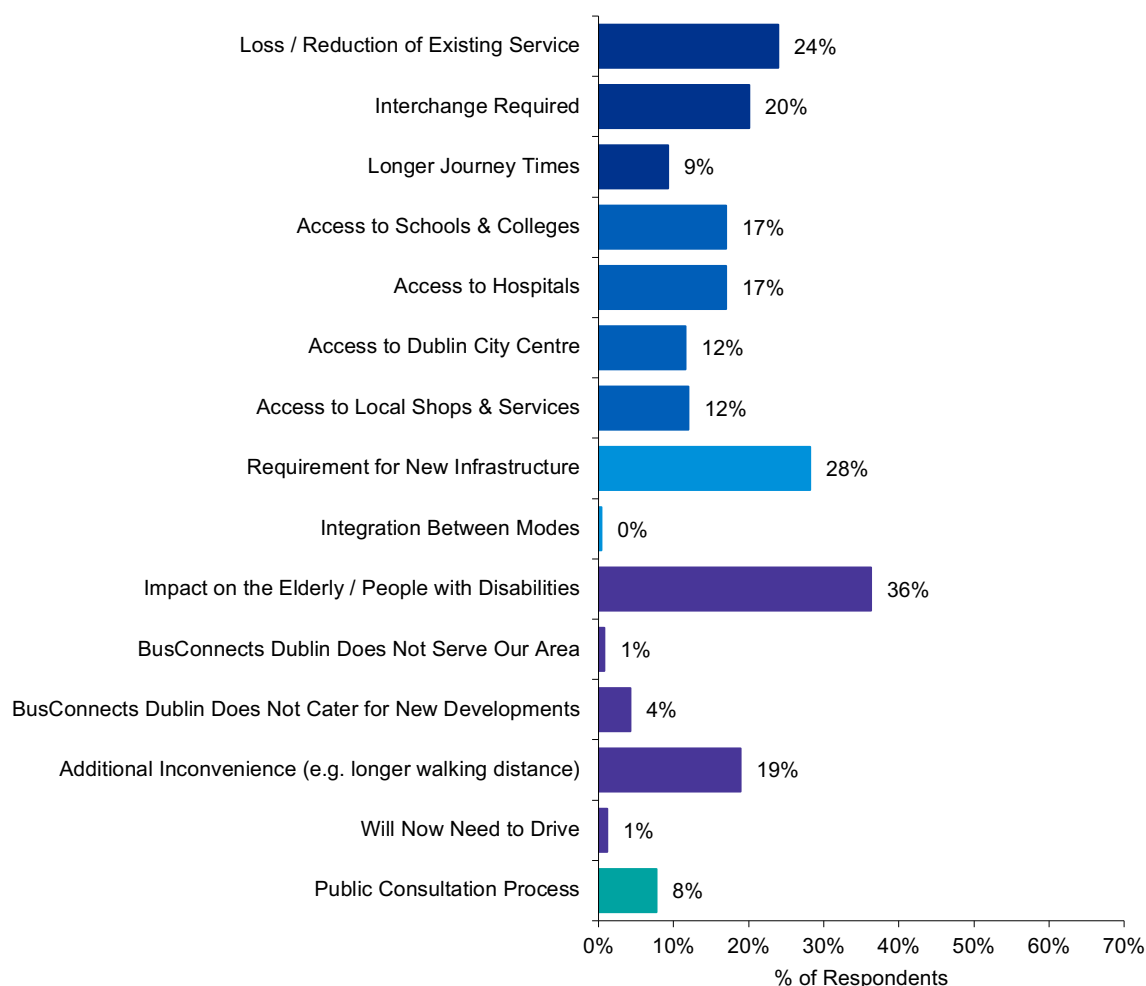
5.3 Ballymun Catchment Consultation Area

Overview

This area covers the communities of Ballymun, Poppintree, and the Airport. In total 255 submissions were verified as being from this locality, in addition to a number of residents petitions.. On 8th August 2018 a public information session was held at Ballymun Civic Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with potential Socio-Economic impacts of the BusConnects proposals, with respondents suggesting that the draft network would provide access to fewer bus services. It was suggested that the lack of integration of transport, including the coordination of timetables, and bus stop locations was of particular concern.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 13, 1, & 17A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - A & E spines and the A2 route.

Key Themes

- The most frequent theme was the impact on the elderly and people with disabilities, referenced by over a third of respondents.
- A requirement for new infrastructure was referenced by over a quarter of respondents.
- A loss / reduction in an existing service was referenced by just under a quarter of respondents.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Dublin City University was the most frequently referenced educational institution.

Service Provision

- Dublin Airport Logistics Park was referenced as not being served by BusConnects Dublin.
- Laurence Lands and Oscar Traynor Road in Santry were referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Wadelai Park loss of 11 Service.** Wadelai Park is currently served by the number 11 service. This estate would not be served under the draft proposals.
- **Loss of a Direct Service in Poppintree/Balbutcher Lane.** Poppintree and Balbutcher Lane are currently served by the 13. This area would not have a direct service under the proposals.
- **Loss of Connectivity to Drumcondra.** Both the 13 and 11 currently provide connectivity to Drumcondra. This journey would require a change of bus under the proposals.
- **Loss of 17a and Connectivity to Beaumont, Cappagh and Blanchardstown Hospitals and Blanchardstown Town Centre.** The 17a currently provides direct connection to these locations.
- **Loss of Services North of M50.** The existing 4 and 13 services which currently run to Harristown Garage. The draft network does not propose services on these routes.

- **Suggestion for an E3 to branch at Collins Avenue.** It was suggested that an E3 could branch at Collins Avenue to cover the Shanowen area between the proposed A and E Spines.

Amended Network

The issues raised in the consultation feedback as they relate to Ballymun were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Ballymun area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

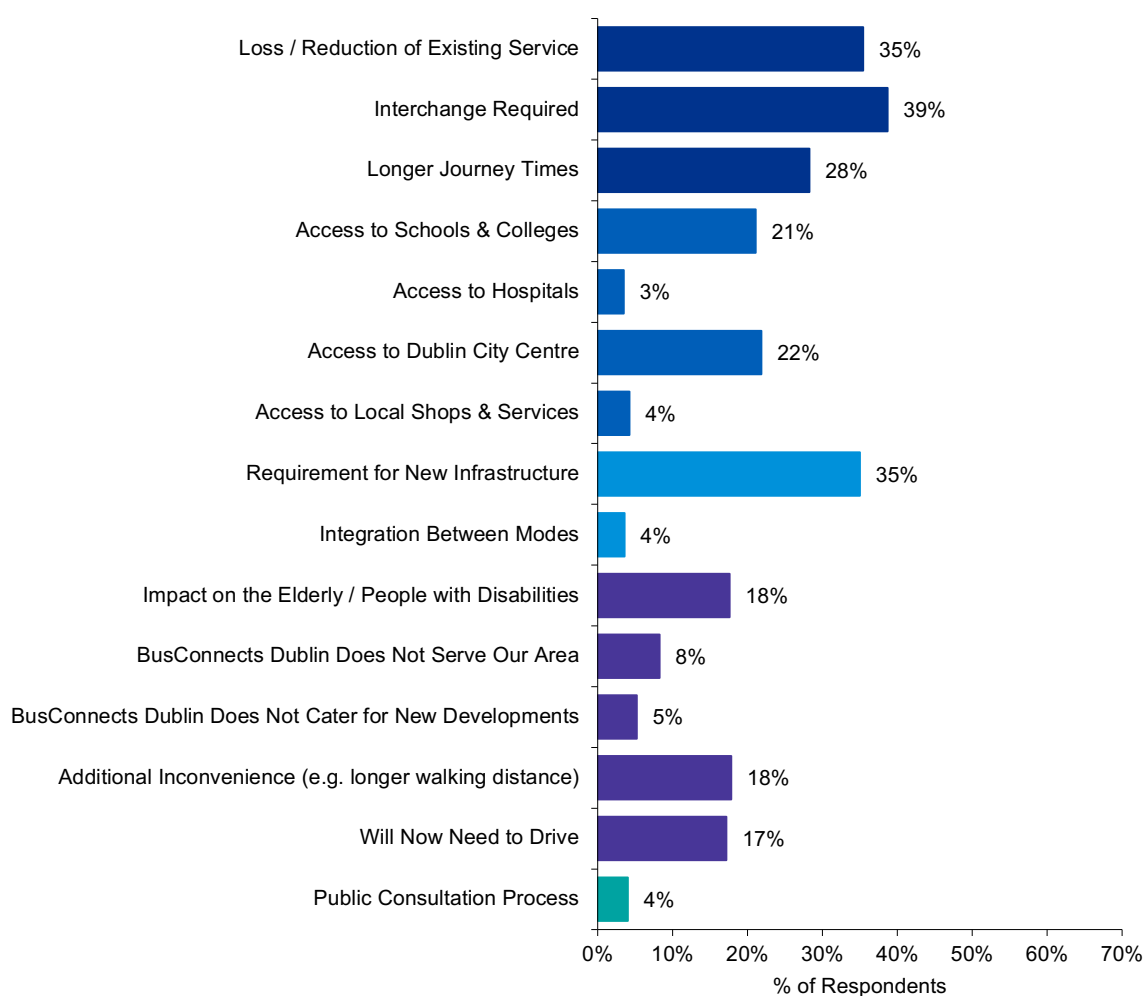
5.4 Blanchardstown Catchment Consultation Area

Overview

This area covers the communities of Blanchardstown, Littlepace and Castleknock. In total 914 submissions were verified as being from this locality. On 6th September 2018 a public information session was held at Blanchardstown Town Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, with concerns raised regarding the perceived reduction in services, the requirement to change buses for journeys that are currently direct and longer journey times. A lack of integration of transport, and access to schools, colleges and Dublin City Centre were also seen as key issues. A number of respondents felt that the revised network would not serve the area as well as the existing network, which would impose a requirement to drive.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 70, 37 & 40D routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - B spine, 262 & 265 routes.

Key Themes

- The most frequent theme was that an interchange would be required, referenced by almost two fifths of respondents.
- Over a third of respondents referenced that there would be a loss / reduction in an existing service.
- Over a third of respondents referenced a requirement for new infrastructure.

Access to Hospitals

- Connolly Hospital Blanchardstown was the most frequently referenced hospital. A proportion of respondents also referenced Beaumont Hospital and the Mater Hospital.

Access to Schools and Colleges

- Schools in Dunboyne and the Institute of Technology Blanchardstown were the most frequently referenced educational institutions.

Service Provision

- Hollystown was most frequently referenced as not being served by BusConnects Dublin.
- Developments in Hollystown were most frequently referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **B-Spine frequency and coverage.** There was concern that the proposed service frequency along the Navan Road and within Blanchardstown south may not be high enough, in particular where the existing 39 and 39A currently combine.
- **Congestion in Blanchardstown Town Centre.** The ability of the road network in the vicinity of the centre to handle the increased number of buses and increased requirement for interchange was repeatedly raised (by almost everyone) as a major obstacle to the network as proposed.
- **Interchange between 261 and B Spine at the N3.** The nature of this interchange was not clear due to the current grade-separation of the N3 and the road to Connolly Hospital.

- **Littlepace Connectivity to Blanchardstown & Dunboyne.** The existing 70 currently connects Littlepace to Dunboyne and Dublin City Centre, while the 270 connects Littlepace to Dunboyne and Blanchardstown. Under the proposed network, the 264 would connect Dunboyne to Dublin City Centre, bypassing Littlepace, and the 265 would connect Littlepace to Blanchardstown only. As such, Littlepace would lose direct connections to Dublin City Centre and to Dunboyne.
- **Castleknock Services Frequency and Terminus Location in the City.** Both the 35 and 37 are proposed as half hourly services. The existing 37 service is every 20-25 minutes. Both buses are now proposed to terminate at Parnell Square, whereas the current 37 terminates on the south side of the city.
- **Loss of 17A & Connectivity to Two Hospitals.** The 17A currently serves both Connolly Hospital and Beaumont Hospital. The proposed N4 service does not enter Blanchardstown Connolly Hospital but does connect with the 261 loop service which provides a circulatory route around Blanchardstown and the hospital. The N4 runs along Collins Avenue and would connect with the A1 service which enters Beaumont Hospital.
- **Loss of Direct City Centre Services North of N3.** The area north of the N3 is proposed to be served by a number of local routes, the 261, 262, 263 and 35, which connect to Blanchardstown Town Centre. While these routes are frequent, there is concern about capacity of the B Spine to cater for onward trips to Dublin City Centre. However, the proposed peak hour 263 (every 30 minutes for two hours during the AM peak and every three hours in the PM peak) would provide a direct connection. In particular, the 40D from Tyrellstown via Cappagh Road is seen as a significant loss.
- **Clonsilla Road Losing a Direct Service.** There is a 2km stretch of the Clonsilla Road from Blanchardstown Village to the Ongar Road/Millennium Park junction that was previously served by the 39, which would no longer have a direct service to the city. This would be replaced by the higher-frequency 261 local loop route.
- **Peak Services Should Also Serve Ongar.** It was suggested that the proposed peak service, the 360, should commence in Ongar.
- **Missed Opportunity to Provide an Airport Link.** The plan does not include a bus route to link directly to the Airport. This was seen as a missed opportunity. However, the N4 route would connect with the A spine which goes to the Airport.
- **Missed Opportunity for Proposed 35 to go to IT Blanchardstown.** A request was received from the Institute of Technology Blanchardstown for the proposed 35 route to stop in the ITB campus.
- **Missed Opportunity to Provide Connectivity Between Maynooth Train Line and Connolly Hospital Blanchardstown.** Connolly Hospital Blanchardstown proposed a link between the hospital and the Maynooth rail line, using either the proposed 261 route or another service, and potentially using the N3 underpass that is currently closed to through-traffic.

Amended Network

The issues raised in the consultation feedback as they relate to Blanchardstown were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Blanchardstown area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

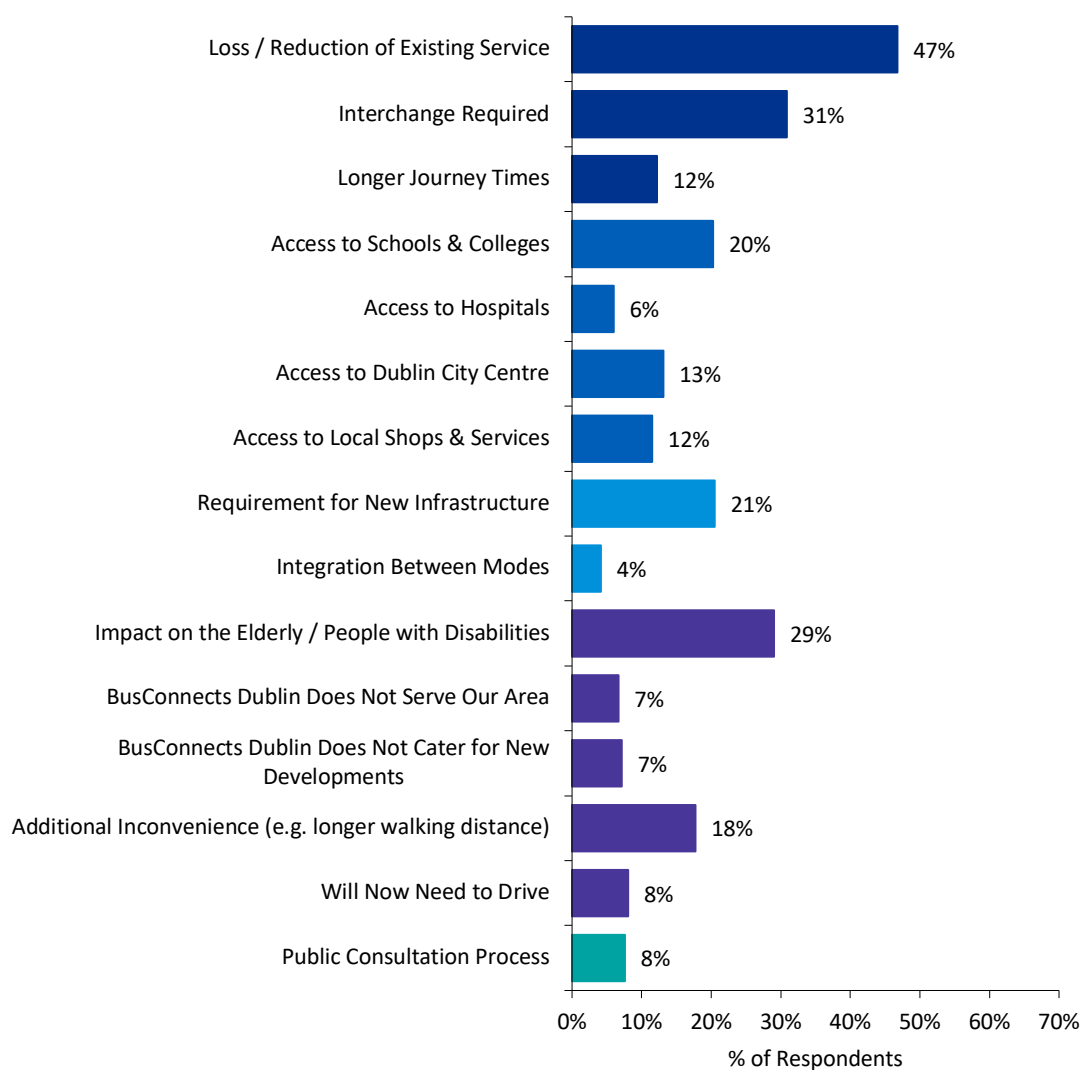
5.5 Bray Catchment Consultation Area

Overview

This area covers the communities of Bray and Enniskerry. In total 433 submissions were verified as being from this locality. On 7th September 2018 a public information session was held at Tesco in Bray, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, with concerns raised regarding the perceived reduction in services and the requirement to change buses for journeys that are currently direct. A number of respondents felt that the revised network would not serve the area as well as the existing network, which would impose a requirement to drive. Access to schools and colleges was seen as the most important connection to be addressed in the proposed network.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 145, 185 & 44 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes – E Spine, E1 & 213 routes.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by almost half of respondents.
- Almost a third of respondents referenced that an interchange would be required.
- Over a quarter of respondents referenced the impact on the elderly and people with disabilities.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Coláiste Eoin, Coláiste Íosagáin and University College Dublin were the most frequently referenced educational institutions.

Service Provision

- Enniskerry was most frequently referenced as not being served by BusConnects Dublin.
- Developments at Kilgarron and Enniskerry were most frequently referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **E1 Route Terminating at Bray Train Station Rather than Killarney Road.** The 145, which commences at Killarney Road and provides a direct service to the city, is proposed to be replaced by the 212 which would serve Bray Main Street, where connection to the E1 service to the city would be possible.
- **Loss of Service to Kilgarron Hill and Palermo, Little Bray.** The existing 185 and 44 services would be replaced by the 213, which will commence at Bray DART Station and serve Enniskerry, Stepside and UCD. Palermo in Little Bray and Kilgarron Hill in Enniskerry would no longer be served by this route, although there would be an increase in frequency from once an hour to every 40mins.
- **No Service on Southern Cross Road.** The Southern Cross Road in Bray would have no all-day service under the proposed plan. It is currently served by a private operator, but there was

dissatisfaction expressed with this service. However, it will continue to have peak hour services (301) originating in Newcastle and Kicoole (replacing the 84X).

- **Loss of Connectivity from Enniskerry to City Centre and DCU.** The existing 44 would be replaced by the 213. The 44 terminates at DCU, while the 213 service is proposed to terminate at UCD. Interchange would be required onto the E spine on the N11 which would go to the Ballymun Road. The loss of a direct connection between the city centre and Enniskerry and its impact on tourism was also mentioned.
- **Lack of Connectivity to Heuston.** Currently, the 145 goes to Heuston Station. An equivalent journey on the proposed network would require interchange between the E1 route and the C spine or the Luas in the city centre.
- **Lack of Connectivity to Cherrywood and Sandyford.** It was suggested that there should be connectivity to Cherrywood and Sandyford as major employment centres on the southside. Connectivity to Cherrywood would be provided in the peak hour by the proposed 301 services which serve the Southern Cross, but there would be no other all-day direct connection.

Amended Network

The issues raised in the consultation feedback as they relate to Bray were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Bray area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

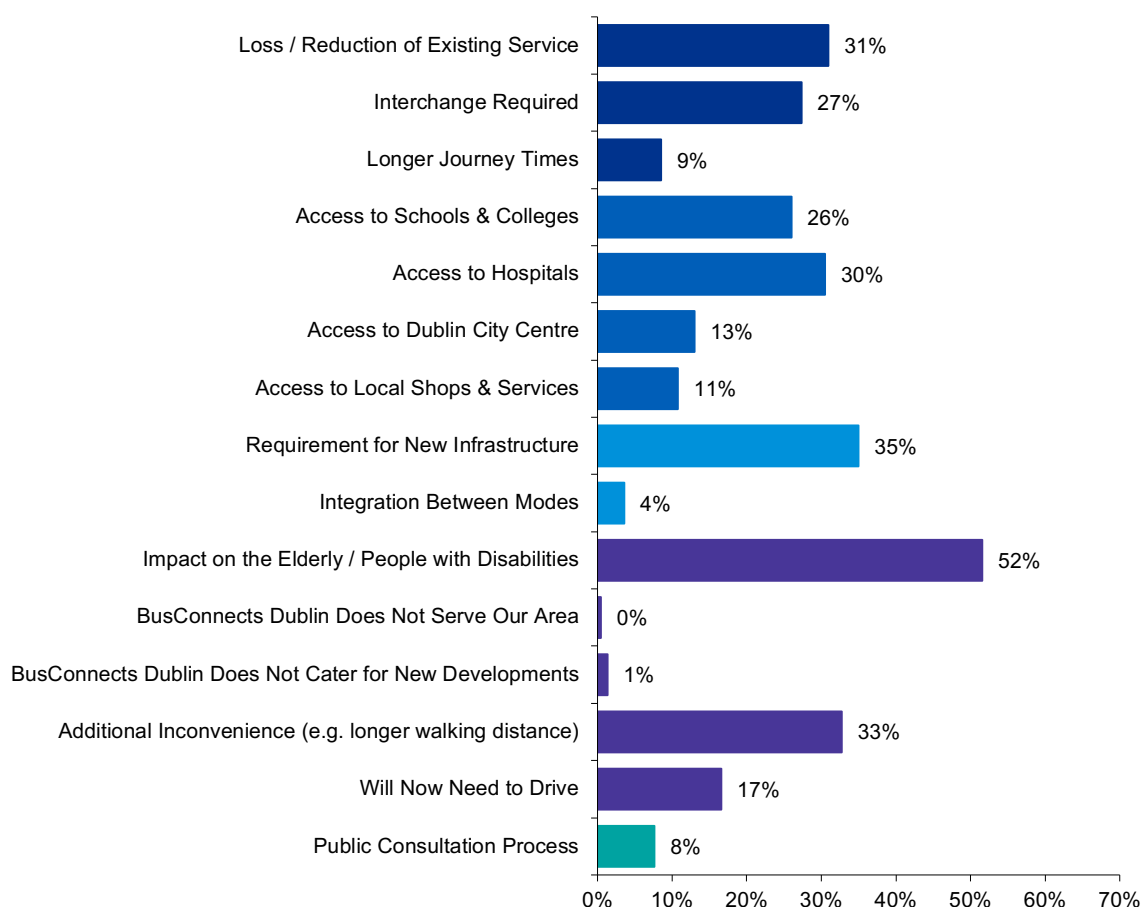
5.6 Cabra Catchment Consultation Area

Overview

This area covers the communities of Cabra, Ashtown, Stoneybatter, Broadstone and Ashington. In total 221 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 5th September 2018 a public information session was held at Tesco Cabra, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Socio-Economic impacts of the proposals, and it was felt that the revised network would not serve the area as well as the existing network and would impose a requirement to drive. Hospitals, schools and colleges were seen as the most important destinations that should be served by the proposed network. Network Design was also an issue, with concerns raised regarding the perceived reduction in services and the requirement to change buses for journeys that are currently direct.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 122, 120 & 37 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - B Spine, 36 & 262 routes.

Key Themes

- The most frequent theme was the impact on the elderly and people with disabilities, referenced by over half of respondents.
- Over a third of respondents referenced a requirement for new infrastructure.
- A third of respondents referenced additional inconvenience.

Access to Hospitals

- The Mater was the most frequently referenced hospital. A proportion of respondents also referenced Temple Street Children's Hospital and the Rotunda Hospital.

Access to Schools and Colleges

- Schools on Ratoath Road and Navan Road were the most frequently referenced educational institutions.

Service Provision

- Developments at Rathborne, Royal Canal Park and the Grangegorman Campus were referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Buses not using Blackhorse Avenue.** Part of this road is currently connected to the city centre by the existing 37. The revised network does not propose to retain this connection to the city centre.
- **Ventry Park/Carnlough Road no Longer Served.** Ventry Park/Carnlough Road would no longer have bus services. However, Broombridge Road and Faussagh Avenue would be served by the 36, connecting to Parnell Square with a 15 minute frequency all day. The N2 would run along Broombridge Road and provide a connection to Heuston Station, Glasnevin and Clontarf. The 262 would also serve Broombridge Road and provide a connection to Ballycoolin and Tyrrelstown. This area is also served by the Broombridge Luas stop.
- **B Spine Perceived as Not Serving Grafton Street Area.** The proposed B spine would serve the Quays and then go down Townsend Street, Westland Row and on to Merrion Square. However, the Luas does provide connection to this area of the city.

- **Loss of 46A & Capacity on B spine.** Concerns were raised about the loss of the 46A in the context of the proposed B spine, which was suggested would be full by the time it got to Cabra.
- **No Connection Between Cabra and Finglas.** It was raised that this plan still provides no connection between Cabra and Finglas.
- **Ashington Loses Direct Service.** Ashington is to lose a direct service to the city (122), which would be replaced by a feeder to Broombridge, although this would not affect those within walking distance of the B Spine. A new Ashington Road Station is also currently under construction.
- **Loss of Service to Ratoath Estate/Ventry Park.** The 120 previously provided service to Ratoath Estate and Ventry Park. The proposed 36 and 262 would go via Broombridge Road. There were mixed reactions to this proposal.

Amended Network

The issues raised in the consultation feedback as they relate to Cabra were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Cabra area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

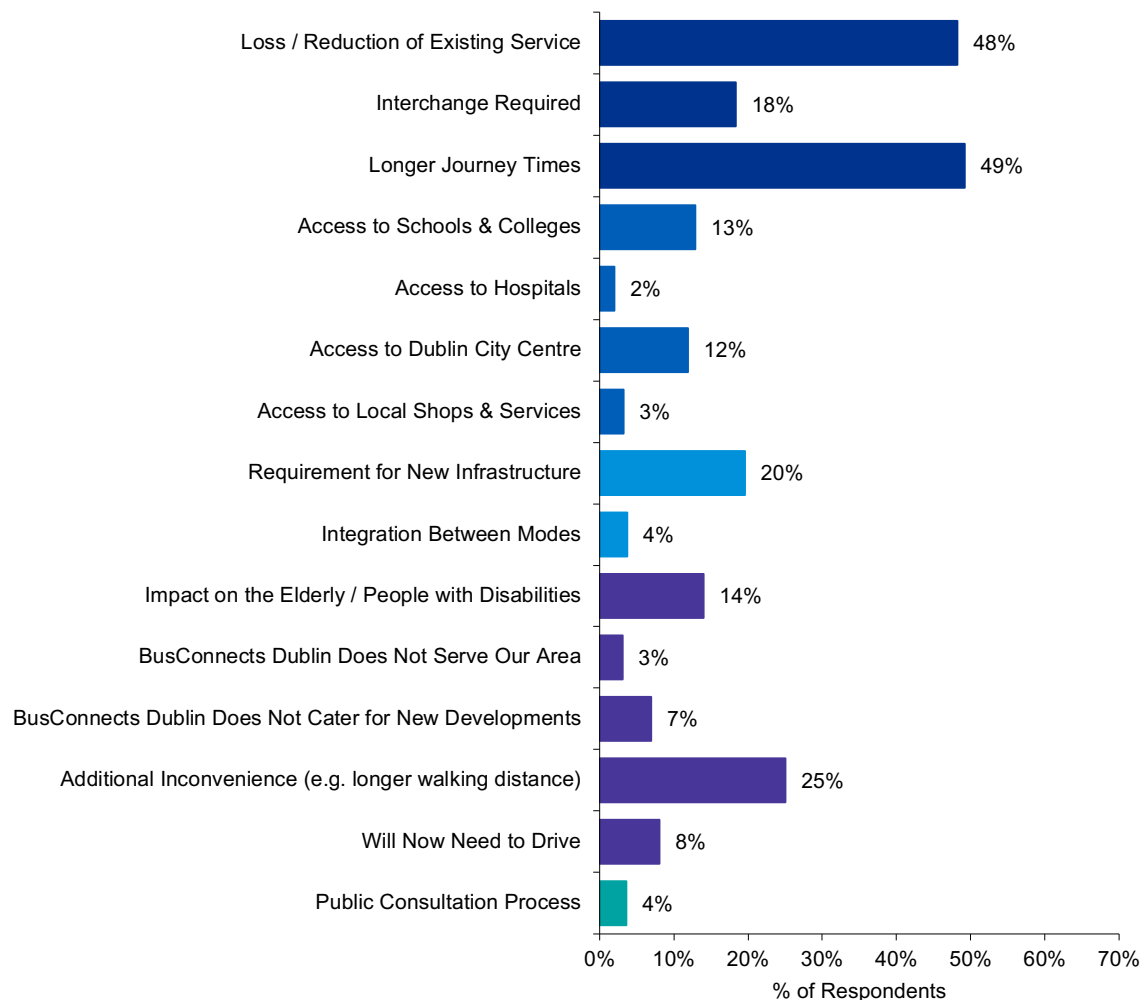
5.7 Celbridge / Leixlip Catchment Consultation Area

Overview

This area covers the communities of Celbridge and Leixlip. In total 807 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 30th August 2018 a public information session was held at the Celbridge Tesco, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with the Network proposals; in particular, it was stated that the proposals would make journey time longer, and there were concerns over the potential reduction in service levels. The issue of better bus infrastructure was raised, and it was also noted that respondents considered that the proposals may result in them being required to drive.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 66A, 67 & 67X routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - C4, C3 & 259 routes.

Key Themes

- The most frequent theme was longer journey times, referenced by almost half of respondents.
- A very similar percentage referenced that there would be a loss / reduction in an existing service.
- A quarter of respondents referenced additional inconvenience.

Access to Hospitals

- Connolly Hospital, Blanchardstown and Naas General Hospital were the most frequently referenced hospitals.

Access to Schools and Colleges

- Confey Community College and University College Dublin were the most frequently referenced educational institutions.

Service Provision

- Celbridge town was most frequently referenced as not being catered for by BusConnects Dublin.
- Developments in Celbridge and Confey were most frequently referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Proposed C4 Going Through Leixlip Village.** The routing through Leixlip village of the proposed C4 proved very unpopular due to peak hour congestion and the perceived resultant increase in journey time.
- **Peak Hour Services (324) Proposed to go Through Leixlip and Lucan Villages (325, 326).** The routing of the 324 from Celbridge to UCD through Leixlip and Lucan villages is very unpopular as the current 67X utilised the R403 and the Lucan Bypass.
- **Loss of Direct Service from Captain's Hill (66A) Serving River Forest & Confey Community College.** Loss of the 66A from Captain's Hill, which serves River Forest & Confey, would discommode people. There have been various campaigns over the years to secure and

improve this bus service. School children from Lucan would have to interchange to reach Confey Community College.

- **Suggestion to Swap the Routes of the C4 and 259 in Celbridge Village.** It was suggested that the C4 could take the route of 259 which goes through more residential areas and the 259 could take the proposed C4 route.

Amended Network

The issues raised in the consultation feedback as they relate to Celbridge/Leixlip were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Celbridge/Leixlip area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

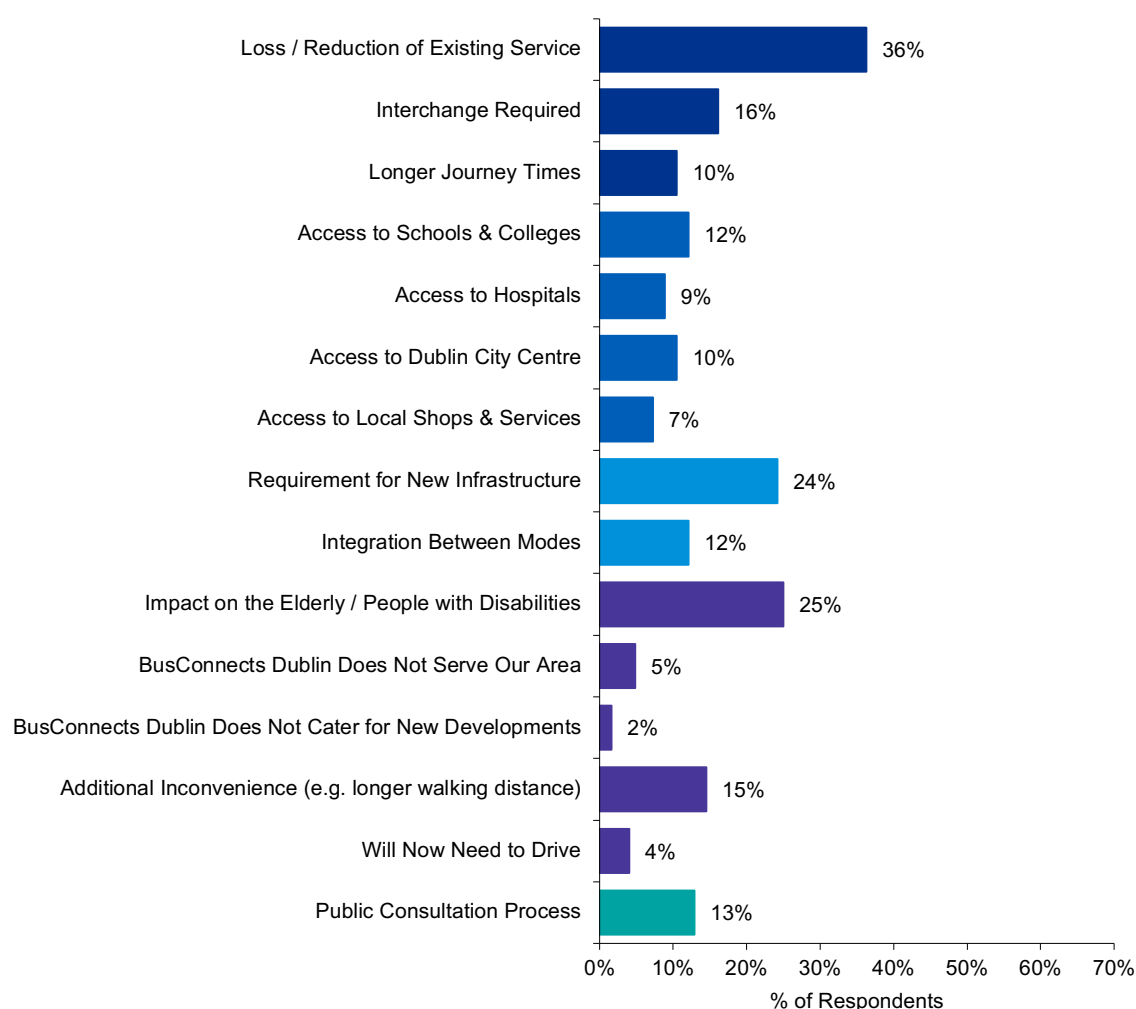
5.8 City Centre Catchment Consultation Area

Overview

This area covers the communities of Christchurch, Dolphin's Barn, Dublin City North, Dublin City South, East Wall and North Strand. In total 119 submissions were verified as being from this area. On 20th September 2018 a public information session was held at Busáras, which attracted numerous interested parties from these areas.

It was noted on the day that, given the central location of the consultation session, a lot of feedback was received on areas across the city. This information was assimilated into the relevant area analysis as required.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 1, 4 & 7 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes – A Spine, D Spine and 63.

Key themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by over a third of respondents.
- A quarter of respondents referenced the impact on the elderly and people with disabilities.
- Almost a quarter of respondents referenced a requirement for new infrastructure.

Access to Hospitals

- St James's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- SIPTU College was the most frequently referenced educational institution.

Service Provision

- The East Wall area was referenced as not being catered for by BusConnects Dublin.
- Developments in Hampton Wood and St Michael's Estate were referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- There was general concern expressed regarding the adequacy of the frequency of services as well as specific routings of various services through the city centre area.
- **Loss of the 151 Route serving the Docklands Area.** One particular issue raised that related specifically to the city centre area was the 151 which currently serves the Docklands.

Amended Network

The issues raised in the consultation feedback as they relate to the City Centre were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the City Centre area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

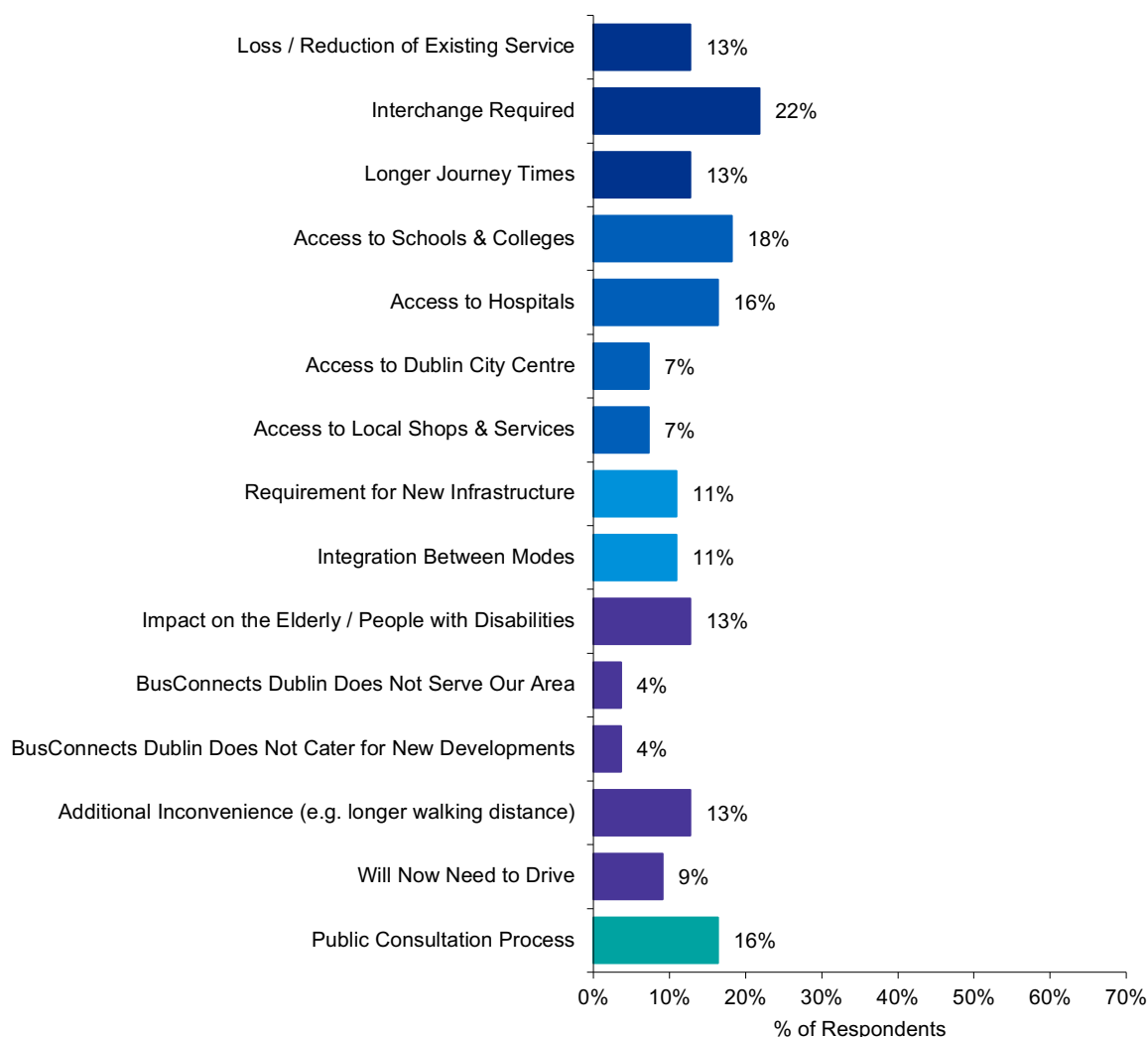
5.9 Clarehall / Donaghmede Catchment Consultation Area

Overview

This area covers the communities of Clarehall, Clongriffin, Belmayne, Darndale and Donaghmede. In total 51 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 22nd August 2018 and 23rd August 2018 public information sessions were held at Clarehall and Donaghmede Shopping Centres, which attracted numerous interested parties from these areas.

Overall, the respondents were particularly concerned with the Network Design of draft BusConnects proposals. A considerable number of respondents suggested that the draft network would not serve the area, with residents having access to fewer bus services.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 15, 17A & 29A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes – A Spine, A1 route and D spine.

Key Themes

- The most frequent theme was that an interchange would be required, referenced by over a fifth of respondents.
- Access to schools and colleges was referenced by almost a fifth of respondents.
- The public consultation process and access to hospitals were referenced by under a fifth of respondents.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Dublin City University and University College Dublin were the most frequently referenced educational institutions.

Service Provision

- The Howth Road and Malahide areas were referenced as not being catered for by BusConnects Dublin.
- Developments in Clongriffin and Main Street Donaghmede were referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of 17A and Connectivity to Beaumont, Cappagh and Blanchardstown Hospitals and to Blanchardstown Town Centre.** The 17A currently provides direct connection to these locations.
- **Loss of Direct Services to City Centre.** The loss of the 27A direct service to the city was raised.
- **Provide a Bus Link to Dublin Airport from the DART.** It was raised that a direct bus link from the DART to Dublin Airport would be a useful addition.

Amended Network

The issues raised in the consultation feedback as they relate to Clarehall/Donaghmede were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Clarehall/Donaghmede area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

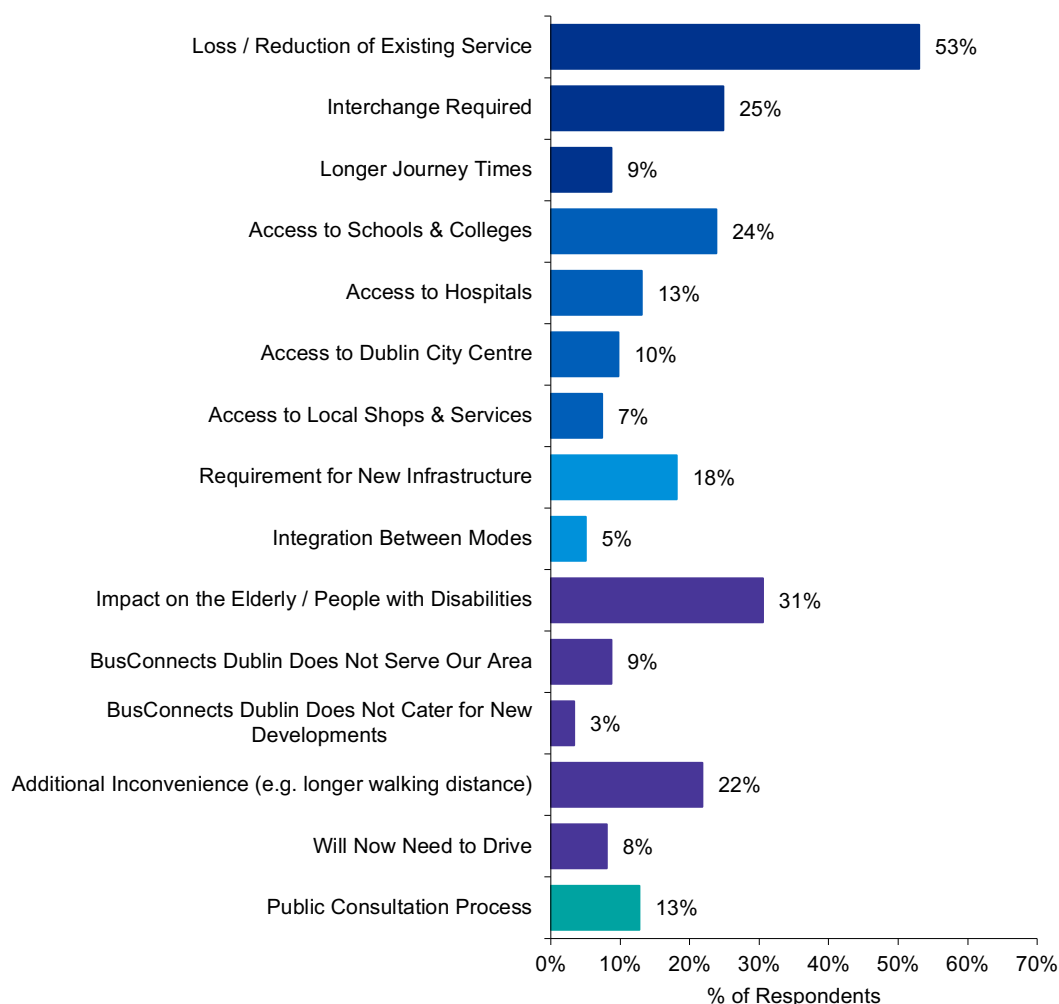
5.10 Clondalkin Catchment Consultation Area

Overview

This area covers the communities of Clondalkin and Parkwest. In total 298 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 10th September 2018 a public information session was held at the Civic Offices Clondalkin, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, in particular with the perceived reduction in services and the requirement to change buses for journeys that are currently direct. Access to schools and colleges was seen as the most important connection to be addressed in the proposed network. A number of respondents felt that the revised network would not serve the area as well as the existing network, which would impose a requirement to drive.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 13, 69 & 151 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - D3, 63 & W3 routes.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by over half of respondents.
- Almost a third of respondents referenced the impact on the elderly and people with disabilities.
- A quarter of respondents referenced that an interchange would be required.

Access to Hospitals

- St James's Hospital was the most frequently referenced hospital.
-

Access to Schools and Colleges

- Coláiste Chilliain was the most frequently referenced educational institution.

Service Provision

- Clondalkin generally and Woodford were referenced as not being catered for by BusConnects Dublin.
- Clonburris SDZ was most frequently referenced as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Service at Woodford Estate (East Clondalkin).** Woodford Estate was previously served by the 13 which ran along Watery Lane, then down Woodford Walk and onto the Long Mile Road into the city centre. While Watery Lane would continue to have a direct service to the city centre, the proposed D3, this would not run along Woodford Walk, which would be served by the hourly 63 to the city centre. The proposed 255 would run along Monastery Road every 20-26mins and connect directly with the Red Cow Luas stop.
- **Lack of Services on Fonthill Road/Clondalkin Fonthill Train Station.** It was highlighted that there is still no bus service which links Clondalkin going north on the Fonthill Road. This road has good bus infrastructure and is the location of the Clondalkin Fonthill Train Station.

- **Loss of Connectivity to Rathcoole (School Trips).** The existing 69 service provides a direct connection between Rathcoole, Saggart and Clondalkin. The proposed 63 terminates at Fortunestown. The proposed local service, the 242, connects Rathcoole with Saggart, which therefore would not connect to the 63.
- **D3 Routing Through Clondalkin Village Congested.** The routing of the proposed D3 through Clondalkin village would increase journey time on the D Spine to the city centre. At present the 151, which serves the north of Clondalkin, uses the Nangor Road.
- **Reliance on Luas & Issues with Connectivity.** The southern half of Clondalkin, including Woodford Walk, is provided with local services to connect directly with the Red Cow Luas stop. However, there is concern about safety and capacity issues in relation to the Luas and Luas stop. There is also concern that, on the outbound journey, the proposed connecting services are not frequent enough, e.g. the 63 is hourly and the 255 is every 20-26mins.

Amended Network

The issues raised in the consultation feedback as they relate to Clondalkin were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Clondalkin area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

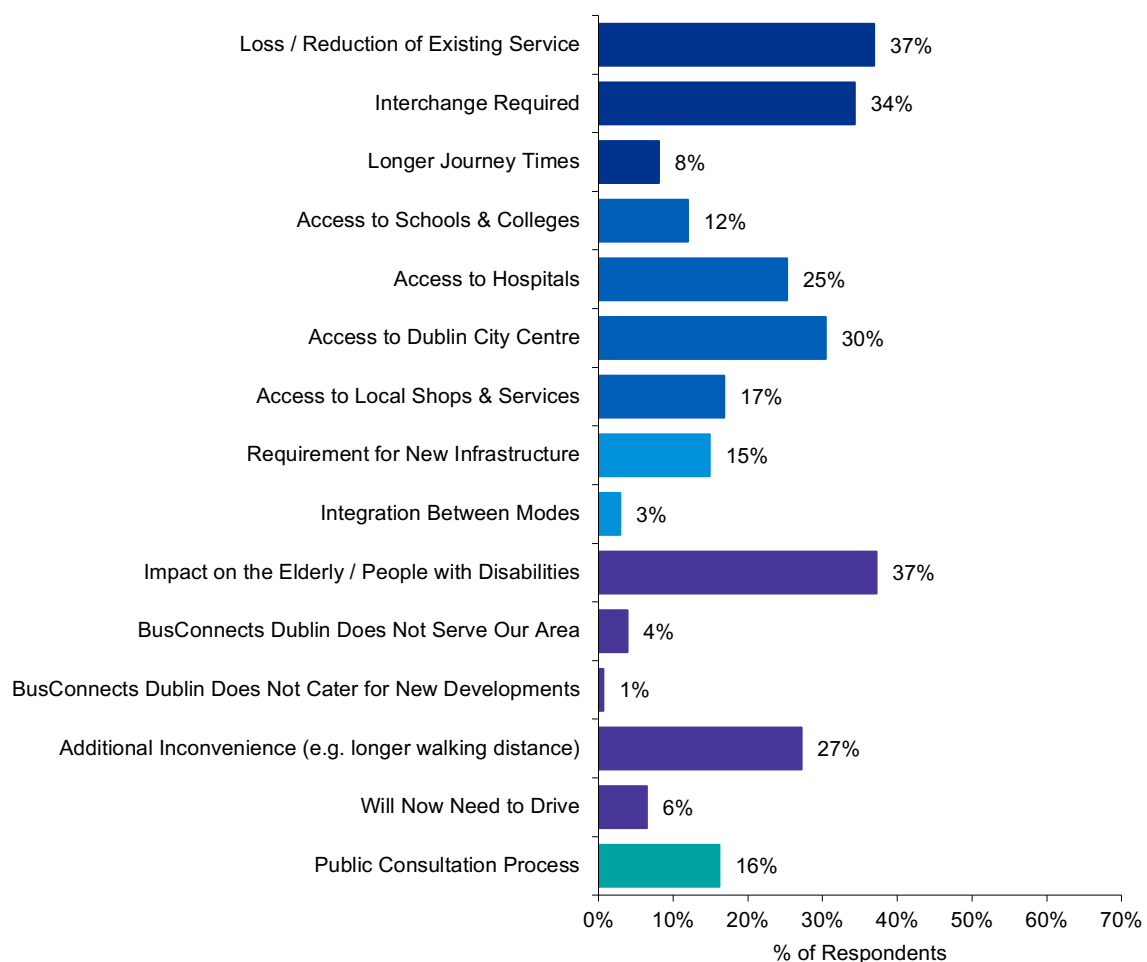
5.11 Clontarf Catchment Consultation Area

Overview

This area covers the communities of Clontarf, Donnycarney, Fairview and Killester. In total 304 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 12th September 2018 a public information session was held at Clontarf Castle Hotel, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Connectivity, in particular with access to Dublin City Centre and to hospitals. Network Design was also a significant issue, specifically the requirement to change buses and the perceived reduction in services. A number of respondents stated that the revised network would not serve the area as well as the existing network, and that this would impose a requirement to drive for journeys currently served by bus.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 123, 130 & 29A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 22, 64 & N6 routes.

Key Themes

- Almost two fifths of respondents referenced that there would be a loss / reduction in an existing service.
- Similarly, almost two fifths of respondents referenced the impact on the elderly and people with disabilities.
- Over a third of respondents referenced that an interchange would be required.

Access to Hospitals

- St James's Hospital was the most frequently referenced hospital. A proportion of respondents also referenced Beaumont Hospital.

Access to Schools and Colleges

- Dublin City University and University College Dublin were the most frequently referenced educational institutions.

Service Provision

- Collins Avenue was most frequently referenced as not being catered for by BusConnects Dublin.
- Developments on Gracepark Road and on Griffith Avenue were referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **60 Not Sufficient to Cater for Demand.** There is concern that the proposed 60 would not be sufficient to cater for the demand currently served by the 31, 31A, 29A and 32, which are already insufficient. The trains are also at capacity and cannot meet demand.
- **Loss of Connectivity to Beaumont.** The 104 service currently provides connectivity to Beaumont. The proposed N4 orbital route would run along Collins Avenue and interchange would be required to the A1 route to reach Beaumont. It also does not go to the coast.
- **Loss of Connectivity to Howth.** The existing 31 services provide connectivity to Howth. There is no direct service proposed that would provide this connection.

- **Suggestion that N4 and 64 Could Meet in Clontarf.** It was suggested that if the N4 and 64 could meet in Clontarf that greater connectivity could be provided to areas north and west of Clontarf which the 104 currently provides.

Amended Network

The issues raised in the consultation feedback as they relate to Clontarf were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Clontarf area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

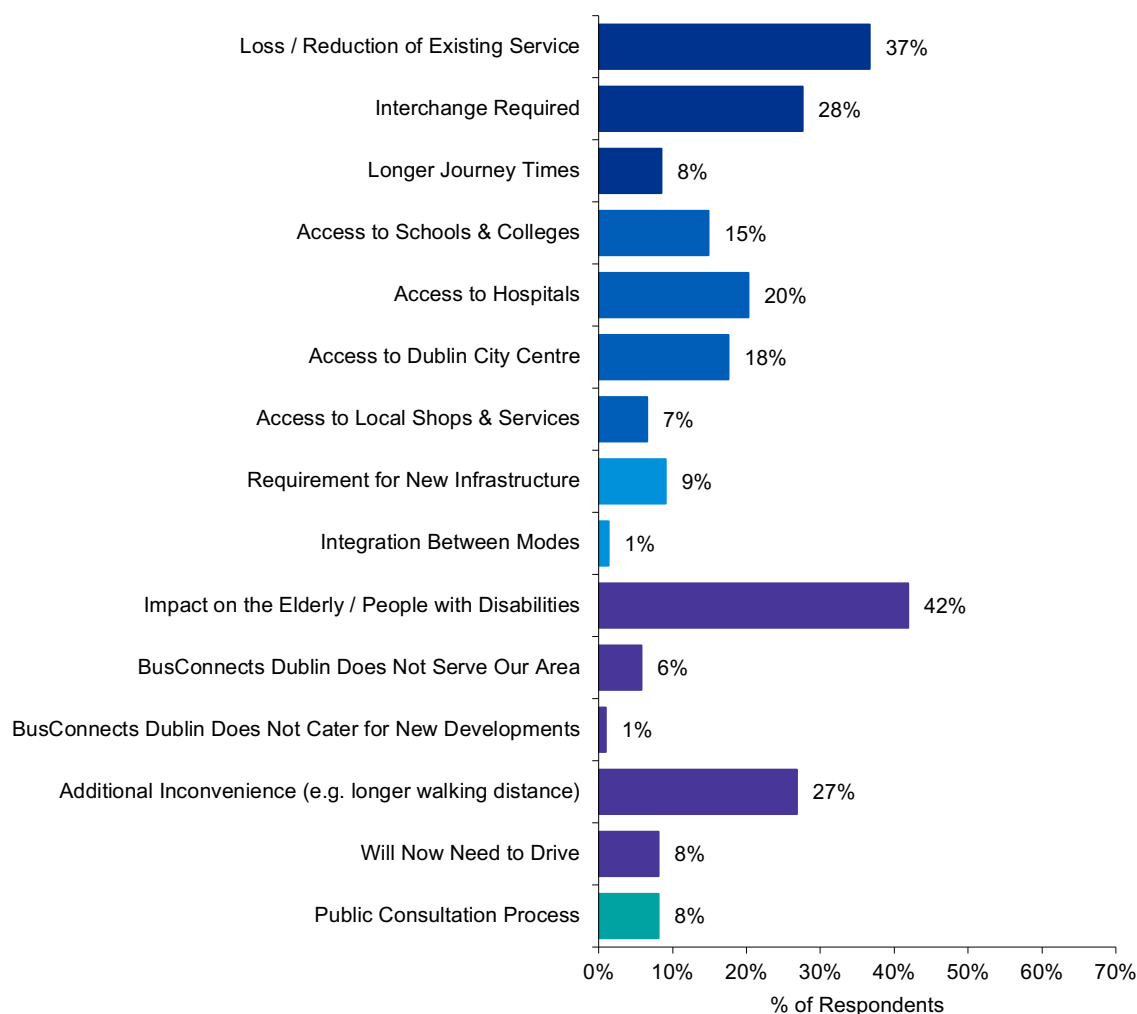
5.12 Coolock Catchment Consultation Area

Overview

This area covers the communities of Coolock, Artane, Beaumont. In total 516 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 9th August 2018 a public information session was held at Northside Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were particularly concerned with potential Socio-Economic impacts, as well as the Network Design of draft BusConnects proposals. A large amount of respondents suggested that the draft network does not serve the area, with access to fewer bus services. The requirement to change buses was also of particular concern.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 27, 14 & 16 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - A1 route, D spine & N6 route.

Key Themes

- The most frequent theme was the impact on the elderly and people with disabilities, referenced by over two fifths of respondents.
- Almost two fifths of respondents referenced that there would be a loss / reduction in an existing service.
- Over a quarter of respondents referenced that an interchange would be required.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Dublin City University was the most frequently referenced educational institution.

Service Provision

- Coolock generally was most frequently referenced as not being catered for by BusConnects Dublin.
- Developments at Oscar Traynor Road in Santry were most frequently referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Direct Service from Area around Artane Castle Shopping Centre.** There is a loss of a direct service to city centre for areas around Artane Castle Shopping Centre (Kilmore Road and Skelly's Lane).
- **Loss of Direct Service Provided by 27 Routes.** Loss of direct service to city centre for Greencastle Road and Bunratty Road. The 27A Donaghmede, Kilbarrack and Harmonstown direct city centre service and the 27B Beaumont Hospital, Kilmore Road, Ardlea Road direct service to city centre were replaced with feeder routes.
- **Loss of 17A and Connectivity to Beaumont, Cappagh and Blanchardstown Hospitals and Blanchardstown Town Centre.** The 17A currently provides direct connection to these locations.

Amended Network

The issues raised in the consultation feedback as they relate to Coolock were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Coolock area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

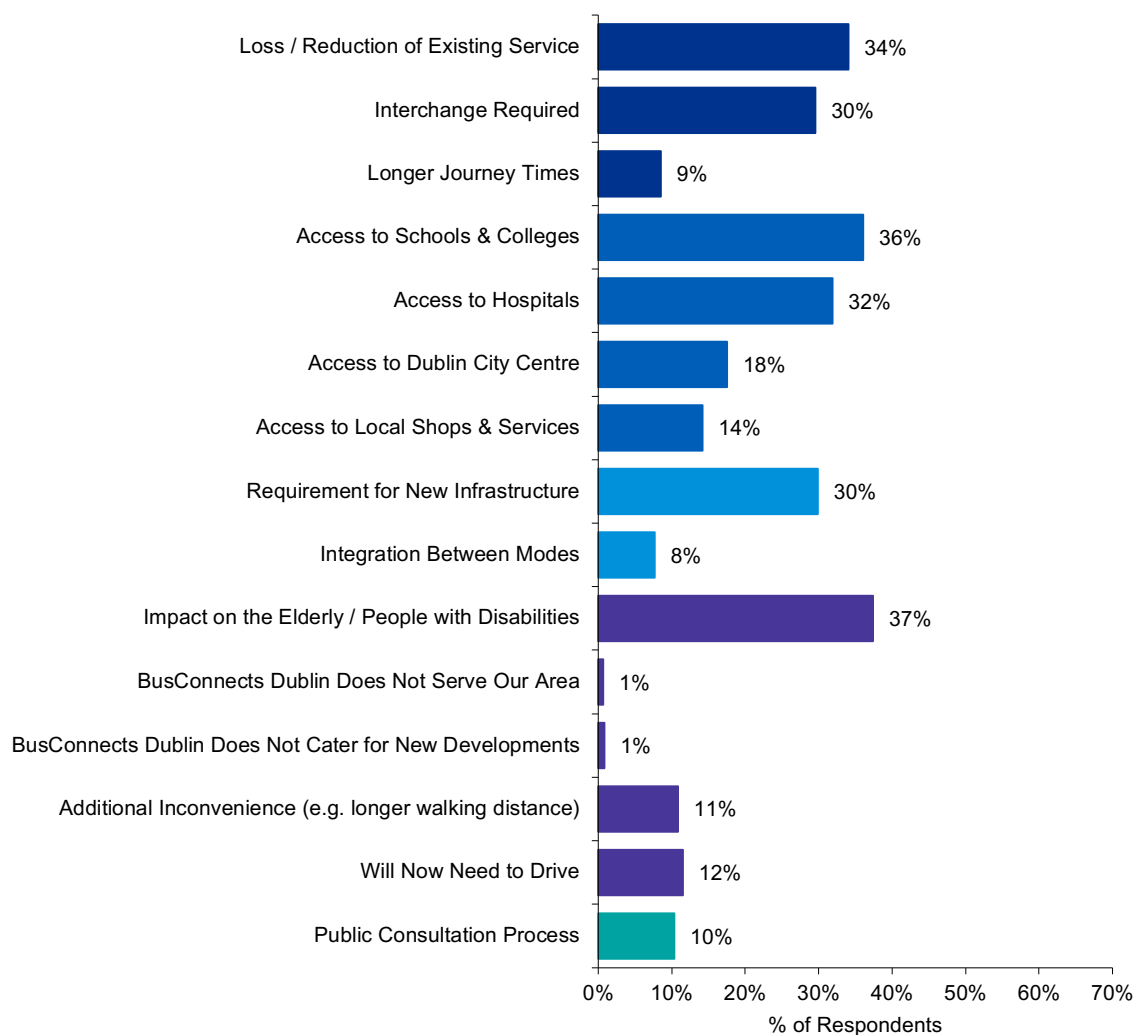
5.13 Crumlin Catchment Consultation Area

Overview

This area covers the communities of Crumlin, Drimnagh, Kimmage, Walkinstown, Perrystown and Bluebell. In total 598 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 29th August 2018 a public information session was held at the Ashleaf Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with the connectivity provided by the proposed network. Of particular concern was the loss of access to schools and hospitals. There was a general feeling that the draft proposals do not serve the area appropriately. There were also concerns raised about the potential reduction in the number of buses serving and the need to interchange.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 18, 122 & 123 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - F spine, 22 route & D spine.

Key Themes

- The most frequent theme was the impact on the elderly and people with disabilities, referenced by almost two fifths of respondents.
- Over a third of respondents referenced access to schools.
- Similarly, over a third of respondents referenced that there would be a loss / reduction in an existing service.

Access to Hospitals

- St James's Hospital was the most frequently referenced hospital. The Royal Victoria Eye and Ear Hospital and Coombe Women's Hospital were also referenced by a proportion of respondents.

Access to Schools and Colleges

- Assumption School Walkinstown, Synge Street CBS and University College Dublin were the most frequently referenced educational institutions.

Service Provision

- Crumlin generally was most frequently referenced as not being catered for by BusConnects Dublin.
- Developments at Mount Argus were most frequently referenced as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Connectivity to Rathmines and to Schools.** The 83, 83A and 18 all currently provide connectivity to Rathmines. The proposed network does not provide any direct connection to Rathmines. This was particularly mentioned in the context of school children going to school in Rathmines.
- **Loss of Services in Drimnagh to St. James's and South City.** Drimnagh is currently served by the 122 service via Mounse Road, George's Street and on to Cabra. The 123 service runs along Galtymore Road via St. James's and to Griffith Avenue.

- **Loss of Service on Kimmage Road West.** At present, Kimmage Road West is served by the 9. There were concerns that this was not being replicated.
- **Loss of Two Orbital Services.** At present, Crumlin is served by two orbital routes, the 17 and 18 which both go through the village. There are two orbital services proposed for the area, the S4 which runs along Kimmage Road West and the S2 which runs along Sundrive Road. However, neither serves the village directly.
- **Loss of Access to Wellington Lane Schools.** At present, the 150 links Crumlin and Whitehall Road to St. Mac Dara's and Bishop Galvin School on Wellington Lane. Replacements require interchanges or longer walks.
- **Loss of 15A Connectivity.** The link from Terenure Road West to the city centre would now require a walk or interchange. The link from Perrystown and Greenhills to Rathmines would also be lost under the proposal.

Amended Network

The issues raised in the consultation feedback as they relate to Crumlin were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Crumlin area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

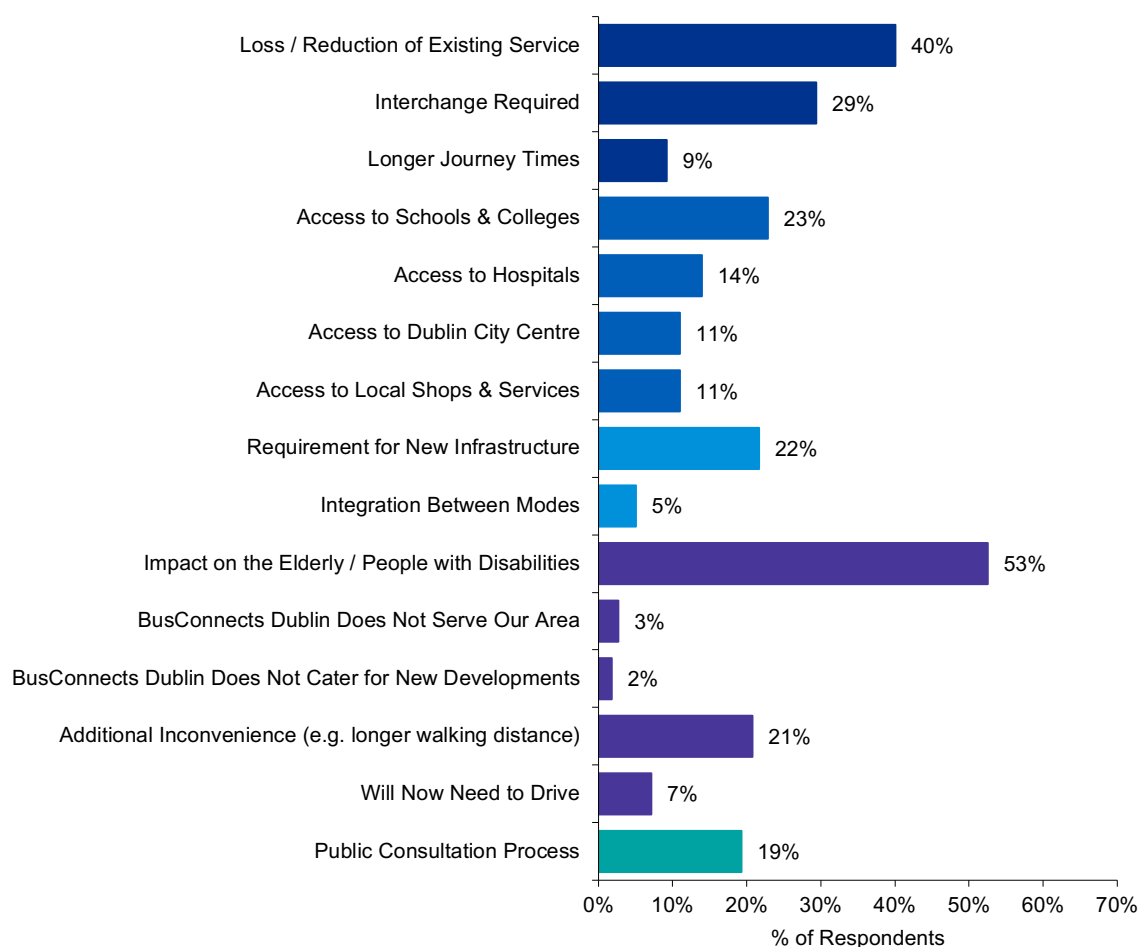
5.14 Drumcondra Catchment Consultation Area

Overview

This area covers the communities of Drumcondra, Whitehall and Glasnevin. In total 334 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 21st September 2018 a public information session was held at the Skylon Hotel, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned that the proposed network would not serve their area and felt they would be required to drive for trips previously made by bus. In particular, they were concerned with the perceived reduction in service and the requirement for interchange, and noted that access to schools and colleges was the most important aspect of Connectivity for this area. A number of submissions mentioned new road infrastructure (which is subject of a separate public consultation on the Core Bus Corridors).

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes – 11, 83 & 9 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - E & A spines & 7 route.

Key Themes

- The most frequent theme was the impact on the elderly and people with disabilities, referenced by over half of respondents.
- Two fifths of respondents referenced that there would be a loss / reduction in an existing service.
- Over a quarter of respondents referenced that an interchange would be required.

Access to Hospitals

- Beaumont Hospital and the Mater Hospital were the most frequently referenced hospitals.
-

Access to Schools and Colleges

- Respondents referenced a number of schools and colleges, of which Dublin City University and University College Dublin were the most frequently referenced.

Service Provision

- Beaumont and Glasnevin were referenced as not being catered for by BusConnects Dublin.
- The Hillcrest Estate was referenced as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Service to Home Farm Road.** The existing 11 service connects Drumcondra with Glasnevin. However, the current plan does not include any service on Home Farm Road.
- **Loss of Direct Connectivity to UCD.** The current 11 service provides a direct connection between Drumcondra and UCD. This journey would require interchange between the A and E spines under the proposed network.
- **Loss of Direct Connectivity to Glasnevin and Ballymun.** The existing 11 and 13 buses provide connectivity via Home Farm Road and Griffith Avenue to Glasnevin and Ballymun. These journeys would require interchange between the A spine and the N2 or N4 orbital routes under the proposed network.

- **Loss of Direct Service to O'Connell Street.** A preference was expressed for the proposed A spine to go via O'Connell Street rather than Gardiner Street.

Amended Network

The issues raised in the consultation feedback as they relate to Drumcondra were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Drumcondra area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

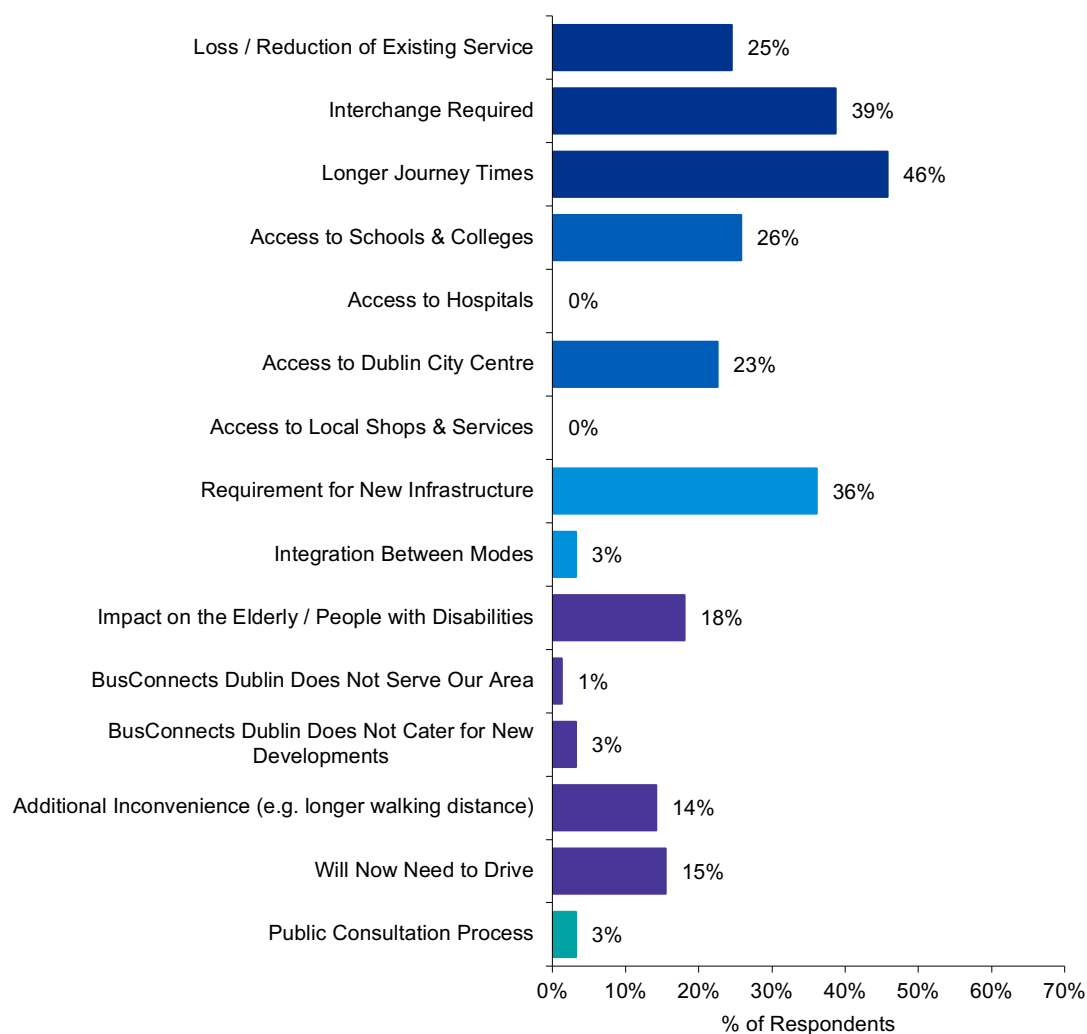
5.15 Dunboyne Catchment Consultation Area

Overview

This area covers the community of Dunboyne. In total 155 submissions were verified as being from this locality. On 21st September 2018 a public information session was held at the Dunboyne Castle Hotel, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, in particular the perceived increase in journey times and the requirement to interchange for journeys that are currently direct to the city centre. Connectivity was also a significant issue, with access to schools and colleges and to Dublin City Centre of particular concern. A number of submissions mentioned new road infrastructure (which is subject of a separate public consultation on the Core Bus Corridors).

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 70, 270 & 39A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 264 route, B spine & 265 route.

Key Themes

- Almost half of respondents referenced longer journey times.
- Almost two fifths of respondents referenced that an interchange would be required.
- Over a third of respondents referenced a requirement for new infrastructure.

Access to Hospitals

- Access to hospitals was not referenced by respondents in Dunboyne.

Access to Schools and Colleges

- St Peter's College Dunboyne was the most frequently referenced educational institution.

Service Provision

- Littlepace was referenced as not being catered for by BusConnects Dublin.
- Dunboyne generally was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Direct Service to the City.** The existing 70 service provides a direct connection to the city centre. The current plan proposes that a local bus, the 264, would provide a connection to Blanchardstown Town Centre where interchange to the B spine would be required for onward travel.
- **Loss of Connectivity to Littlepace.** The current 70 provides connectivity between Littlepace and Dunboyne. It has been raised that children go to school in Littlepace and that the loss of this connection is a concern for parents. People in Dunboyne were in favour of connecting Littlepace Gallops to Huntstown Way via a bus gate and thought that configuration with a direct service to town would be an improvement.
- **No Peak Service Proposed.** The current plan does not include peak services such as in other commuter areas. The introduction of a peak service could allay some of the fears regarding interchanging at Blanchardstown in the AM and PM peaks. The inbound peak hour should be considered from 6am, while the outbound peak service could be pick-up only until Blanchardstown.

- **Inadequacy of Infrastructure at Blanchardstown.** While the principle of some form of connectivity to Blanchardstown Town Centre was supported, there was concern regarding the interchange facilities, bus lanes and general traffic in the Blanchardstown area and anti-social behaviour in Blanchardstown.
- **Preference for Bus Over Train.** Several people expressed a preference for the bus rather than the train as there is a charge for car parking at the train station and the train terminates at the Docklands station.
- **Terminus of Bus Services.** It was suggested that the bus services should terminate on the west side of the town (e.g. at Plunkett Hall), where there is a significant residential population, rather than centrally.

Amended Network

The issues raised in the consultation feedback as they relate to Dunboyne were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Dunboyne area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

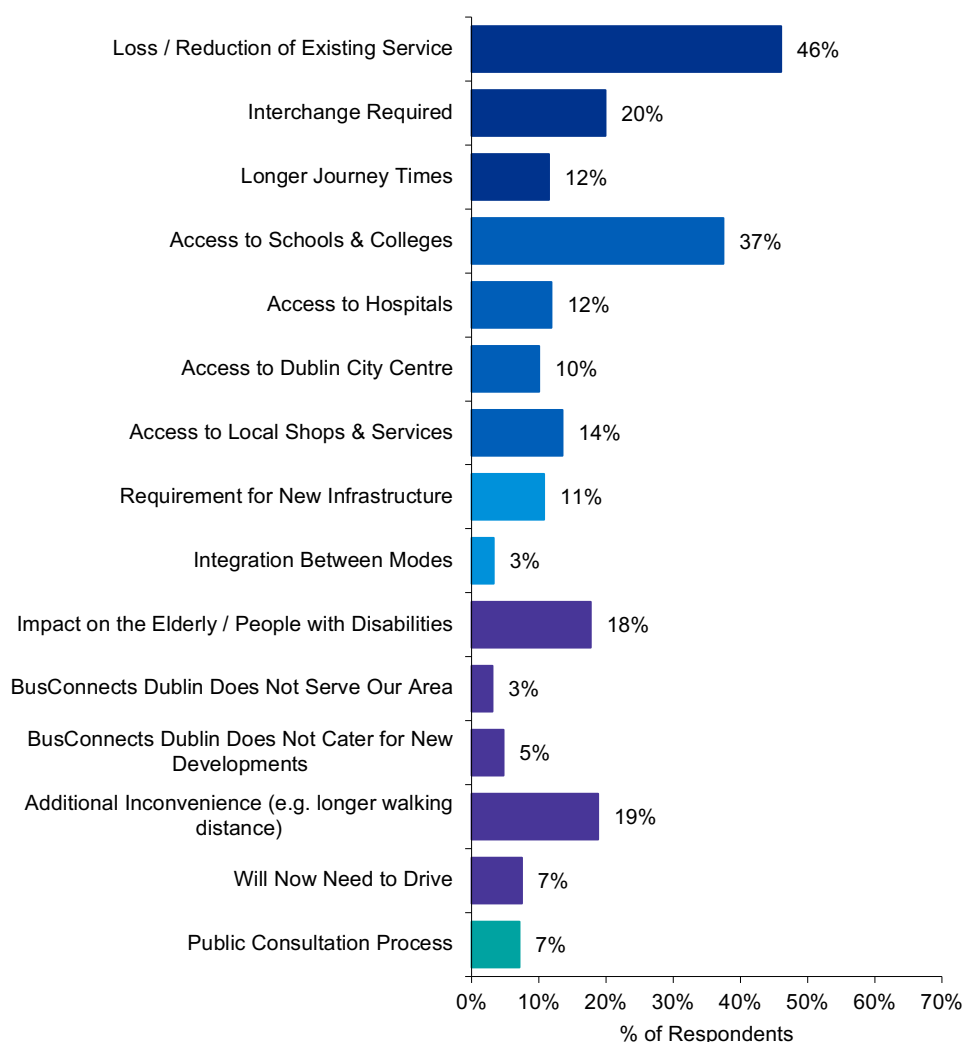
5.16 Dundrum Catchment Consultation Area

Overview

This area covers the communities of Dundrum, Ballinteer, Clonskeagh, Churchtown, Windy Arbour and Stepside. In total 544 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 24th August 2018 a public information session was held at the Dundrum Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with the Network Design, particularly with regard to direct links currently provided to the City Centre and other cross city locations, and their Connectivity to services, particularly schools.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 14, 75 & 16 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - A3, 213 & 233 routes.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by almost half of respondents.
- Almost two fifths of respondents referenced access to schools and colleges.
- A fifth of respondents referenced that an interchange would be required.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- St Benildus College, St Raphaela's and University College Dublin were the most frequently referenced educational institutions.

Service Provision

- Stepside was the most frequently referenced area as not being catered for by BusConnects Dublin.
- Stepside was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Existing Number 16 from Ballinteer to City, Beaumont & Airport.** From Ballinteer, it would be necessary to interchange for a service to the airport. There is concern that the addition of the S8 does not compensate for the loss of the 16 service which is a direct route to the city.
- **Loss of Existing Number 44 which Connects Stepside with City & DCU.** This was raised as an issue, although the 12 still covers this route from Belarmine and from the city.
- **Loss of Existing Number 47 which Connects Belarmine with St. Vincent's Hospital & Sandymount.** The loss of a direct connection between Belarmine area and St. Vincent's Hospital, Sandymount and the south docks area was raised. These journeys would require interchange under the proposed network.

- **Loss of Existing Number 75 which Connects Ballinteer & Windy Arbour with Dun Laoghaire & Tallaght.** It was identified that there is a gap in service provision between the S6, S7 and S8 routes. Therefore these areas that were previously served by an orbital route, the 75, would lose that connection.
- **Loss of Direct Connection Between some Areas in Ballinteer and Nutgrove Shopping Centre.** The existing 75 service provided connectivity between some areas in Ballinteer with Nutgrove Shopping Centre.
- **Loss of 14 from Section of Stonemason's Way.** The straightening of the 14 to run along Barton Road has removed direct city access from an 850m stretch of Stonemason's Way impacting primarily on Llewellyn Estate.

Amended Network

The issues raised in the consultation feedback as they relate to Dundrum were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Dundrum area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

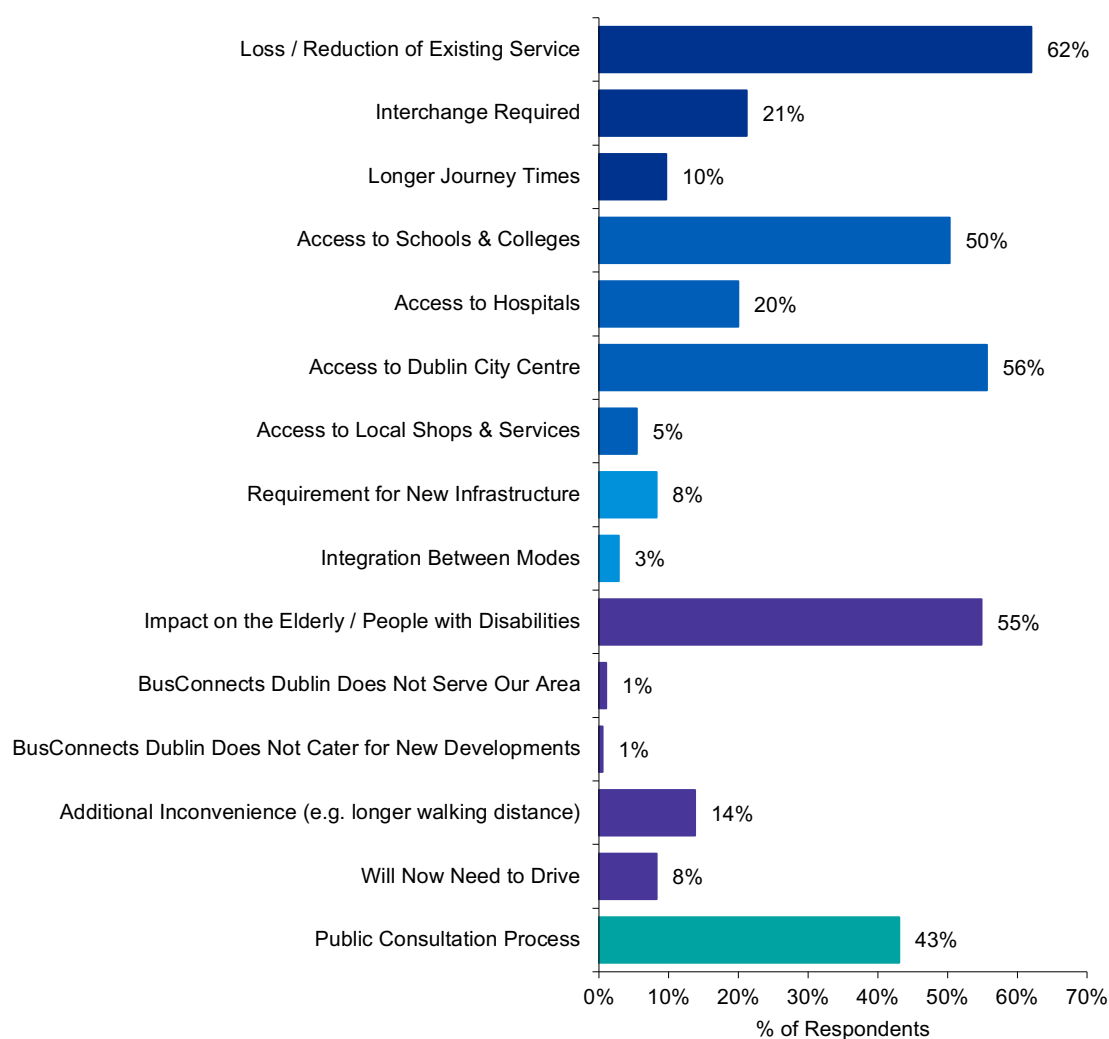
5.17 Dun Laoghaire Catchment Consultation Area

Overview

This area covers the communities of Dun Laoghaire, Sallynoggin, Glenageary, Killiney, Dalkey, Monkstown and parts of Blackrock. In total 1160 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 14th September 2018 a public information session was held at Bloomfield Shopping Centre, Dun Laoghaire, which attracted numerous interested parties from these areas.

Overall, the respondents were particularly apprehensive with the connectivity of the new network, with concerns more specifically about the future connection to Dublin City Centre, and to schools and colleges. A large amount of respondents suggested that the draft network does not serve the area, with the new network providing access to fewer bus services. The requirement for new infrastructure was also of particular concern. A breakdown of the main issues is set out below.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 4, 7 & 7A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 7 & 266 routes & E spine.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by almost two thirds of respondents.
- Over half of respondents referenced access to Dublin city centre.
- Over half of respondents referenced the impact on the elderly and people with disabilities.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Coláiste Eoin and Coláiste Íosagáin were the most frequently referenced educational institutions.

Service Provision

- Monkstown and Glencullen were referenced as not being catered for by BusConnects Dublin.
- Cherrywood was referenced as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Direct Service to the City from Sallynoggin/Rochestown Avenue Direction.** The existing No. 7 service serves Sallynoggin/Rochestown Avenue. However, this journey would now require interchange via a local feeder service in Dun Laoghaire.
- **Loss of Direct Service to St. Vincent's Hospital.** The No. 7 currently provides direct connectivity from south of Dun Laoghaire to St. Vincent's Hospital. This journey would now require a change in Dun Laoghaire or Blackrock.
- **Loss of the Existing Direct Connectivity Provided by the 4.** The No. 4 bus currently provides a direct high-frequency service along Stradbroke Road and Monkstown Avenue to Dublin City Centre. This would be lost.
- **Decrease in Frequency between Dun Laoghaire and N11.** The proposed frequency between Dun Laoghaire and the N11 would be less than the existing 46A.

- **Loss of the Connection between Dun Laoghaire and Tallaght via Dundrum.** The existing 75 route connects Dun Laoghaire to Tallaght via Dundrum.
- **Loss of Direct Connection between Kiltiernan and Carrickmines with Dun Laoghaire.** The 63 currently connects Kiltiernan and Carrickmines with Dun Laoghaire.
- **Loss of Service between Sandyford and Blackrock.** The current 114 service connects Sandyford and Newtownpark Avenue area to Blackrock.
- **Frequency of Proposed 221.** Dalkey is currently served by both the 59 and 111 services which are both every 60 minutes. The proposed plan provides a 221 service to Dun Laoghaire which is also every 60 minutes. This would result in a loss of frequency of service to this area.

Amended Network

The issues raised in the consultation feedback as they relate to Dun Laoghaire were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Dun Laoghaire area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

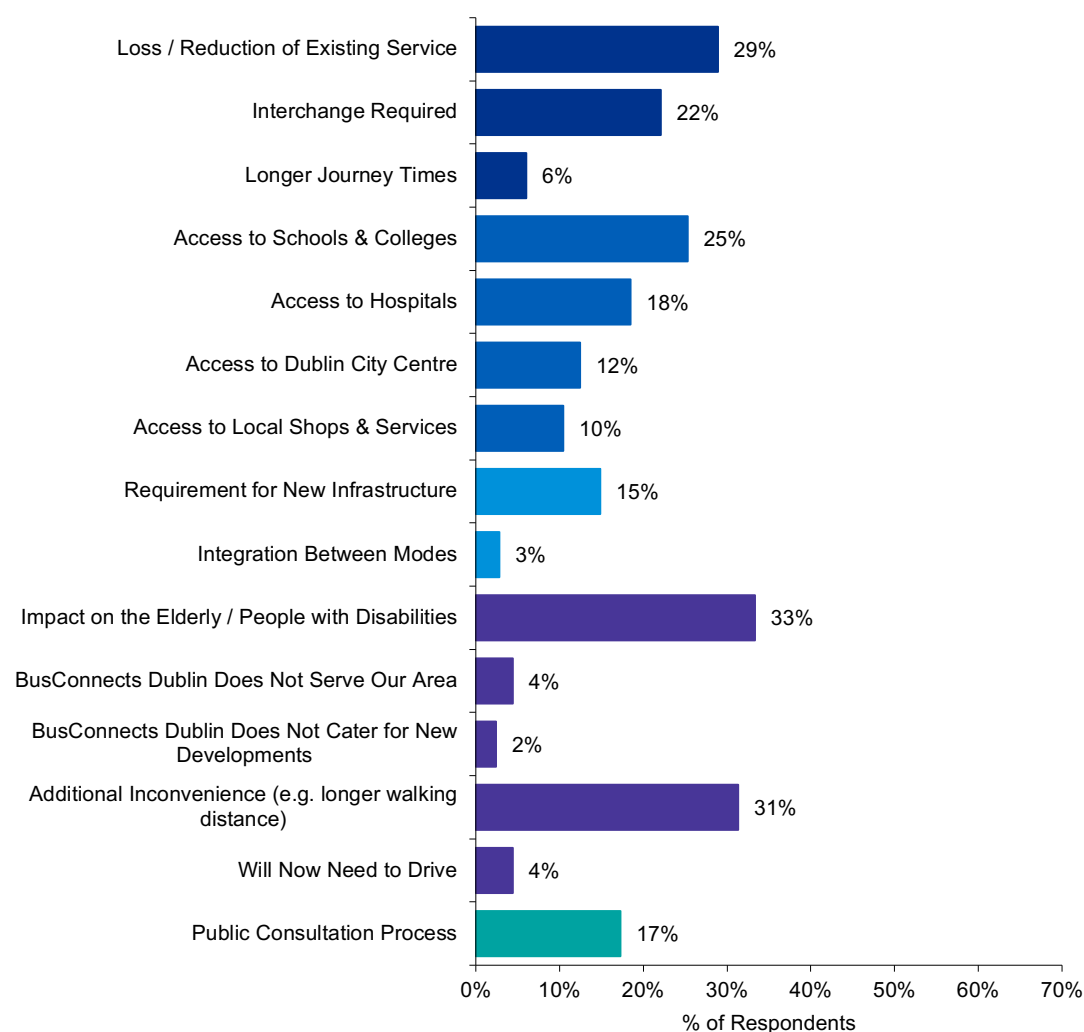
5.18 Finglas Catchment Consultation Area

Overview

This area covers the communities of Finglas, Harristown, St. Margaret's and Toberburr. In total 247 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 2nd August 2018 a public information session was held at Charlestown Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with potential Socio-Economic impacts of the BusConnects proposals, with respondents suggesting that the draft network does not serve the area and provides access to fewer bus services, making it more difficult to get to schools and hospitals. It was suggested that this would force residents to drive. A breakdown of the main issues is set out below.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 140, 40 & 9 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - F & E spines & E2 route.

Key Themes

- The most frequent theme was the impact on the elderly and people with disabilities, referenced by a third of respondents.
- Almost a third of respondents referenced additional inconvenience.
- Over a quarter of respondents referenced that there would be a loss / reduction in an existing service.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Scoil Chaitríona and Scoil Mobhi were the most frequently referenced educational institutions.

Service Provision

- Finglas generally was most frequently referenced as not being catered for by BusConnects Dublin.
- Meakstown was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Connection of Finglas to IKEA.** The 140 bus connection from Finglas to IKEA was considered an important link.
- **Loss of 17A and Connectivity to Beaumont and Blanchardstown Hospitals and Blanchardstown Town Centre.** The 17A currently provides direct connection to these locations.
- **Loss of Service to Harristown, St. Margaret's, Toberburr, Rivermeade.** The removal of the 83 and 40B were raised. This would leave these areas with no Dublin Bus connections. Horizon Logistics Park was mentioned as a significant employer.
- **Proposed Routing of the 7A & 7B.** East of the Ballygall Road would not have direct coverage under the proposed network, which is currently provided by the 83 and 83A.

- **Service levels on 7A & 7B.** There was concern that the proposed level of service would be inadequate to meet the demand, particularly at peak times.
- **Loss of Direct Service on Mellowes Road/Ratoath Road.** Service from Mellowes Road and Ratoath Road and communities on the 40B directly into the city centre and through Finglas Village would be lost and replaced by an orbital feeder.
- **Lack of Service to Finglas Village.** The proposed services would not directly run through Finglas Village.
- **Missed Opportunity to Connect with Luas.** Connection with the Luas is not possible until the F spine reaches O'Connell Street. It was raised that there could have been an opportunity to provide a more direct connection.

Amended Network

The issues raised in the consultation feedback as they relate to Finglas were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Finglas area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

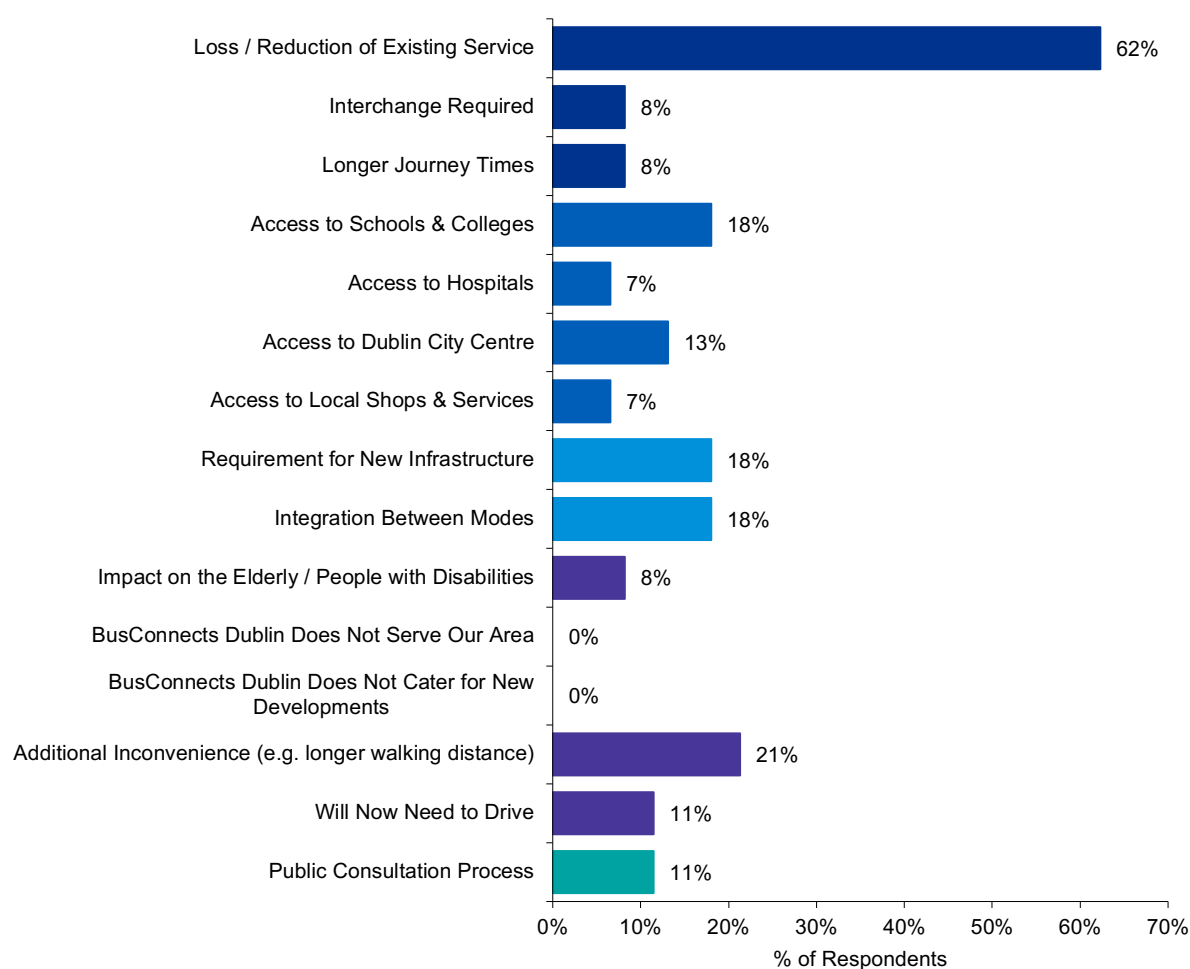
5.19 Greystones Catchment Consultation Area

Overview

This area covers the communities of Greystones, Delgany, Kilcoole, Newcastle, Newtownmountkennedy and Kilpedder. In total 61 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 13th September 2018 a public information session was held at Tesco in Greystones, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design; in particular, the perceived reduction in services was a significant issue. It was stated that this would impose a requirement on residents to drive for journeys they currently make by bus and a number of respondents mentioned the impact of the proposed changes on the elderly and people with disabilities and mobility impairments. Access to schools and colleges was seen as a key element to be addressed in the proposed network.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 84X, 184 & 84 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 201, 202 & 301 routes.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by almost two thirds of respondents.
- Over a fifth of respondents referenced additional inconvenience.
- Under a fifth of respondents referenced access to schools and colleges, and a similar proportion referenced a requirement for new infrastructure and integration between modes.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- University College Dublin was the most frequently referenced school/college.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Service to Kilpedder.** The proposed 201 and 202 services would not go into Kilpedder, but rather stay on the N11. Kilpedder is currently served by the 184.
- **Lack of Connectivity between Greystones and Cherrywood/Sandyford.** The lack of connectivity from Greystones (and Bray) to major employment areas on the southside, such as Cherrywood and Sandyford, was raised as an issue. However, connectivity to Cherrywood would be provided in the peak hour by the proposed 301 services.
- **Loss of Daytime 84X Service.** The 84X currently has two daytime services at 10.30am and 13.30pm. These would not be replaced by the proposed peak-only 301 service.
- **Routing of Proposed 201 and 202.** A suggestion was received that the 201 and 202 should be routed through Sea Road and Holywell Road in Kilcoole. Another suggestion was received that the 202 could go down Mill Street rather than through Charlesland.
- **Proposed 204 is One-Way.** The 204 is proposed to be a one-way loop system. The result for people on Mill Street for example, which is currently served by the 84 in both directions, is that they would have to do a loop of the town in order to arrive at the train station.

- **Loss of Service to Glenview Hotel.** The area around the Glenview Hotel is currently served by the 184 service between Newtownmountkennedy, Greystones and Bray. The proposed 201 and 202 would not serve this area.
- **Potential for the 204 to route through Delgany.** At present, the 204 is proposed to follow the R761 to the west of Greystones. It was raised that there may be potential to bring it through Delgany. While some of the roads have been upgraded, others remain to be done.

Amended Network

The issues raised in the consultation feedback as they relate to Greystones were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Greystones area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

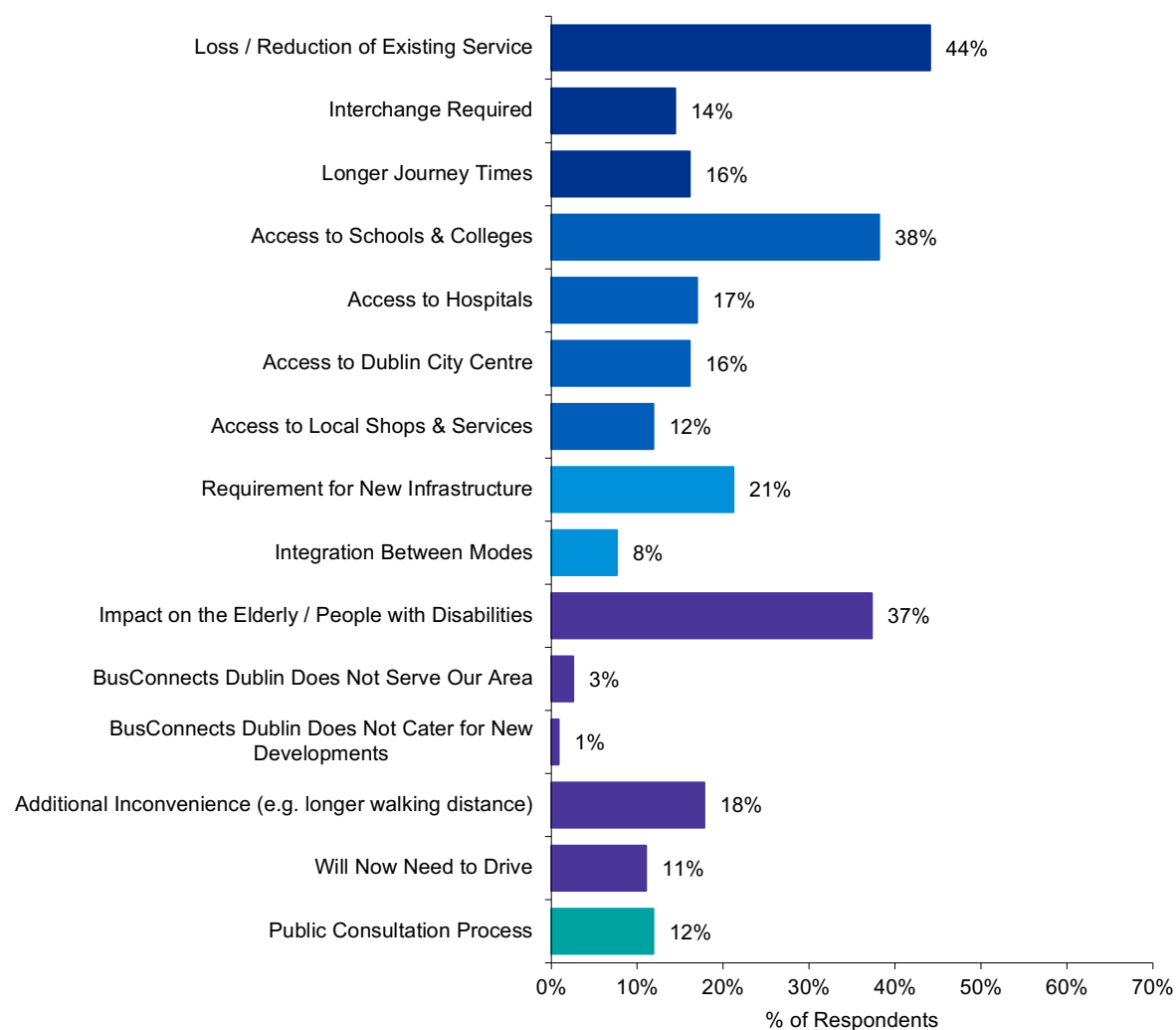
5.20 Inchicore Catchment Consultation Area

Overview

This area covers the communities of Inchicore, Kilmainham and Islandbridge. In total 117 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 11th September 2018 a public information session was held at Richmond Barracks in Inchicore, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Connectivity, specifically with access to schools and colleges, to hospitals and to Dublin City Centre. There was concern at the perceived reduction in services, with a number of respondents stating that the revised network would not serve the area as well as the existing network.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 13, 123 & 68 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - G spine, 63 route & O spine.

Key Themes

- Over two fifths of respondents referenced that there would be a loss / reduction in an existing service.
- Almost two fifths of respondents referenced access to schools and colleges.
- Similarly, almost two fifths of respondents referenced the impact on the elderly and people with disabilities.

Access to Hospitals

- St James's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Coláiste Chilliain was the most frequently referenced educational institution.

Service Provision

- Kilmainham was referenced as not being catered for by BusConnects Dublin.
- Inchicore generally was referenced as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Connectivity to O'Connell Street.** At present, the 13 and 40 provide connection to O'Connell Street. The proposed G spine would terminate at College Green. The 63 would continue to provide connectivity to the northside of the city, although its frequency would be hourly. The proposed 22 running along Suir Road would also connect to the northside.
- **Concern at Loss of Service on Bulfin Road/Goldenbridge Avenue.** The Bulfin Road/Goldenbridge Avenue area is currently served by the 68. Under the proposed plan, there would be no service to that road, although the G spine would run along Emmet Road and the 22 along Suir Road.
- **Loss of Direct Connection to Rathcoole Raised.** At present, the 69 provides a connection to Rathcoole. The proposed 63 would terminate at Fortunestown.
- **Loss of Frequency on Tyrconnell Road.** The frequency of service on the Tyrconnell Road would reduce with the removal of the 13 service. The road would be served by an hourly

service only, although the Blackhorse Luas stop is at one end and the G spine would be at the other.

- **Loss of Service on Inchicore Road.** The removal of the 69 would result in a loss of service to Inchicore Road. This area would have the C spine to the north and the G spine to the south and west.

Amended Network

The issues raised in the consultation feedback as they relate to Inchicore were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Inchicore area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

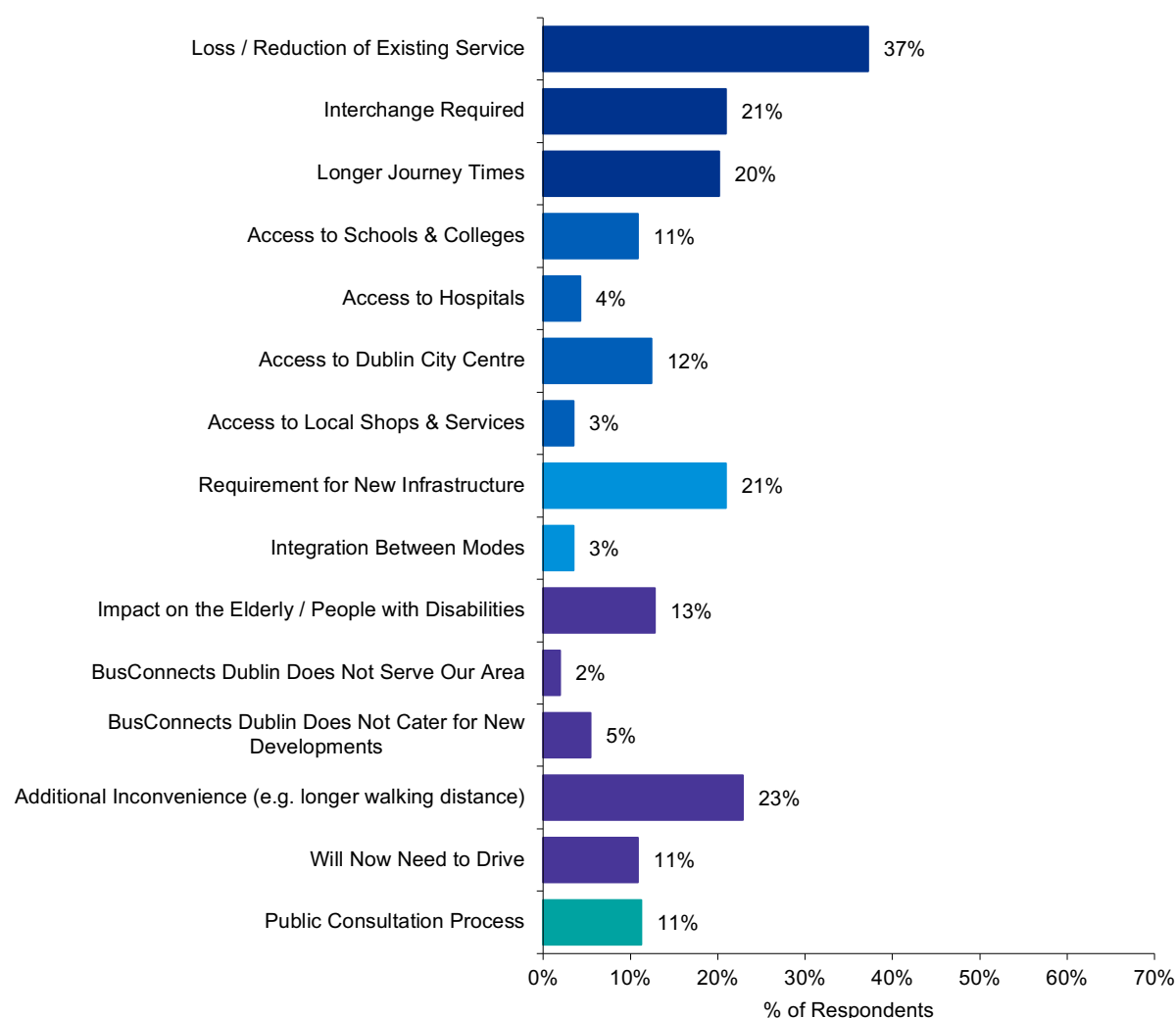
5.21 Lucan Catchment Consultation Area

Overview

This area covers the communities of Lucan and Adamstown. In total 257 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 17th August 2018 and 4th September 2018, public information sessions were held at Liffey Valley Shopping Centre and at the Spa Hotel Lucan, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with the Network Design, with concerns raised regarding the perceived reduction in services, the need to change buses and longer journey times. A number of respondents felt that these changes would require them to drive for journeys currently served by public transport. A lack of integration across the wider public transport services was raised, and access to schools, colleges and Dublin City Centre was highlighted as a critical aspect of the bus network.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 25A, 25D & 25 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - C2 & C1 routes & C spine.

Key Themes

- Almost two fifths of respondents referenced that there would be a loss / reduction in an existing service.
- Almost a quarter of respondents referenced additional inconvenience.
- Over a fifth of respondents referenced a requirement for new infrastructure and a similar proportion referenced that an interchange would be required.

Access to Hospitals

- St James's Hospital and Stewarts Hospital Palmerstown were the most frequently referenced hospitals.

Access to Schools and Colleges

- University College Dublin was the most frequently referenced educational institution.

Service Provision

- Lucan generally was referenced as not being catered for by BusConnects Dublin.
- Adamstown was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of 25D/Lack of Services on Newcastle Road.** The current 25D is a popular service, with four buses at the peak, providing a direct route to the N4 for those on the Newcastle Road. This also means that the loading on other buses (current 25A and 25B) is lessened. It was noted that the estates at the northern half of the Newcastle Road would only be served by the proposed 251 to Liffey Valley.
- **Lack of Service to Weston/Dodsborough Area.** The Weston housing estate is currently served by the 67 from Celbridge. The proposed C4 would not serve this end of the R403. Dodsborough Road would no longer be served by the 25, with the proposed 252 providing a connection along Dodsborough Road to Lucan village to connect with the C spine in the village.

- **Loss of Express Services from the Lucan Bypass.** At present the express services from Maynooth, Celbridge and Leixlip use the Lucan bypass. Certain housing estates in Lucan can access the bypass and these buses. Combined with the loss of the 25D and 25 this would represent a reduction in service for these areas.
- **Loss of Connectivity to Leixlip/Confey Community College via 66A.** School children in Lucan would no longer be able to take the 66A to reach Confey Community College at Captain's Hill, Leixlip.
- **Loss of Connectivity from Adamstown Road to Lucan Village.** The 239 currently provides a direct, but very infrequent service along part of Adamstown Road to Lucan village.
- **Loss of Number of Services to Heuston Resulting in Capacity Issues on C Spine.** A number of current services, in particular the 145, provide connectivity between the city centre at the quays to Heuston. The proposed C Spine would be the only spine route serving Heuston, and concerns were raised regarding the impact of such trips on the longer distance passengers travelling to Lucan, Leixlip, Celbridge and Maynooth.
- **Insufficient Frequency on the Proposed C1 and C2 Routes.** The proposed frequency of 10 minutes at peak for the C1 and C2 is the same as the existing frequency on the 25A and 25B services, which is currently not meeting demand. The 25A and 25B services are soon to be increased to every 8 minutes at peak.
- **Concern over Capacity serving Lucan Village.** Concerns were raised that the C3 and C4 would be full by the time they get to Lucan village and all of the residential areas.

Amended Network

The issues raised in the consultation feedback as they relate to Lucan were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Lucan area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

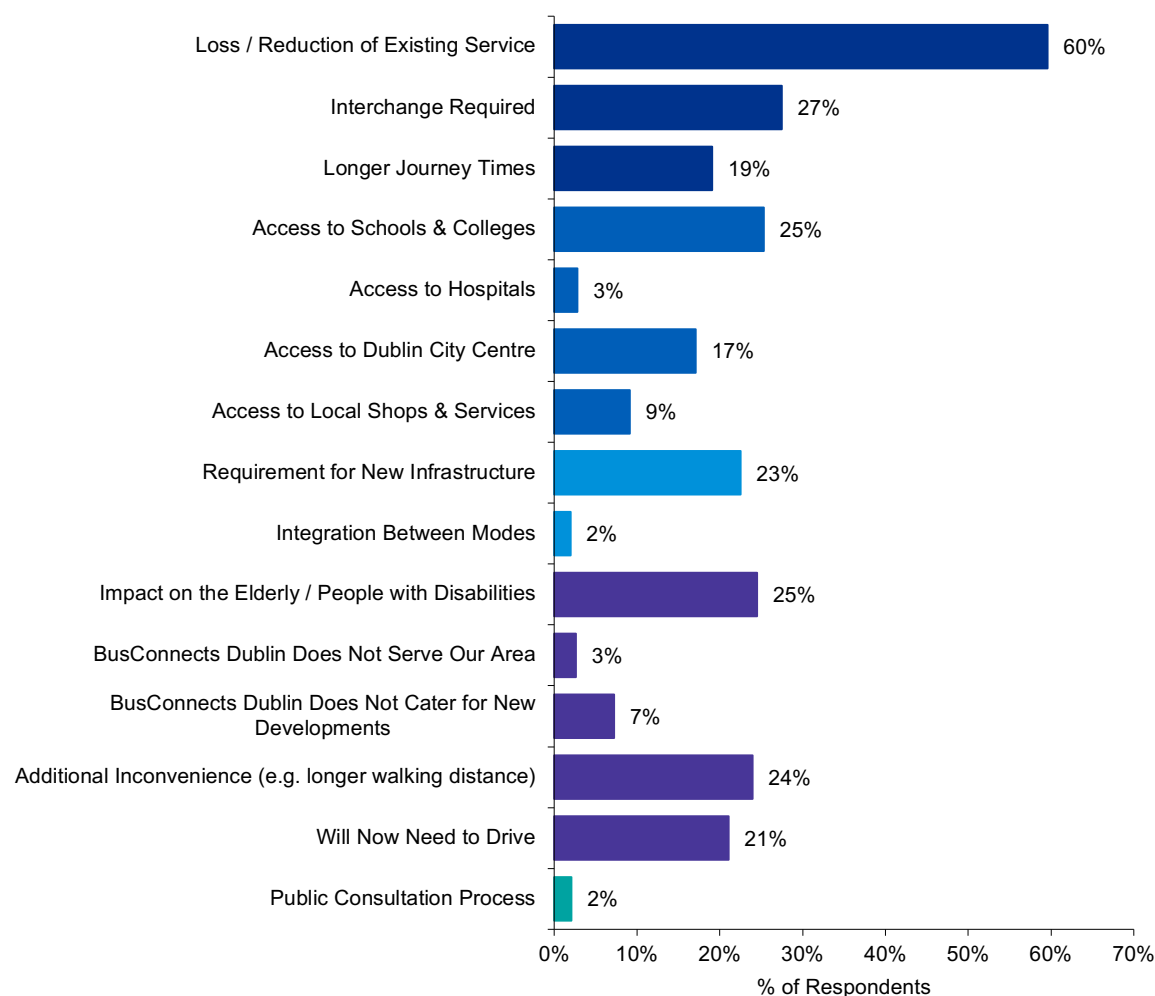
5.22 Malahide Catchment Consultation Area

Overview

This area covers the communities of Malahide, Portmarnock, Kinsealy and Feltrim. In total 1105 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 17th September 2018 a public information session was held at the Grand Hotel Malahide, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, with concerns raised regarding the proposed reduction in services and the requirement to change buses for journeys that are currently direct. A number of respondents felt that the proposed network would not serve their area, which would require them to drive for journeys they currently make by bus. Connectivity was also a significant issue, with access to schools and colleges and to Dublin City Centre of particular concern. A lack of integration between transport modes was also mentioned in a number of submissions.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 42, 142 & 102 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - D1, 60 & 280 routes.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by almost two thirds of respondents.
- Over a quarter of respondents referenced that an interchange would be required.
- Access to schools and colleges and the impact on the elderly and people with disabilities were each referenced by a quarter of respondents.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- The new Educate Together Secondary School was the most frequently referenced educational institution.

Service Provision

- Seabury was the most frequently referenced area as not being catered for by BusConnects Dublin.
- Fingal and Kinsealy were the most frequently referenced areas as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Direct Service to Seabury Estate, Malahide, and Blackwood, Portmarnock.** The existing 42 service runs through Seabury Estate to the city centre. The proposed D1 would not enter Seabury, but rather stay on the Dublin Road,
- **Adequacy of Service to Feltrim.** There was concern expressed that the proposed 280 service would be full by the time it reaches Feltrim, as it would cater for people from Donabate as well as Swords.
- **Loss of Service Level to UCD from Portmarnock.** At present, the 142 provides five peak services to UCD from Portmarnock as well as some services during the day. The proposed 381 service from Malahide to UCD via Portmarnock would provide two peak services only.

- **Concern Regarding Proposed 60 for Portmarnock Residents.** There was concern expressed regarding the reliability and circuitous routing of the proposed 60 route, which would originate in Swords rather than Malahide as the current 32 service does.
- **Lack of Connectivity Between Portmarnock and Sutton.** It was raised that there is a lack of connectivity between Portmarnock and Sutton in the proposed network, which may impact on school children going to schools in Sutton. This is currently provided by both the 102 and 32 services.
- **Potential to Revise the 281 and 60 Services.** Due to a perceived duplication in service between the proposed 60 and 281, a number of respondents submitted suggestions regarding possible changes to their routes.
- **No Service Proposed for Kinsealy Lane.** Concern was expressed that there was no provision under the proposed plan for services to the newly developing estates off Kinsealy Lane. This road does not currently have services on it.

Amended Network

The issues raised in the consultation feedback as they relate to Malahide were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Malahide area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

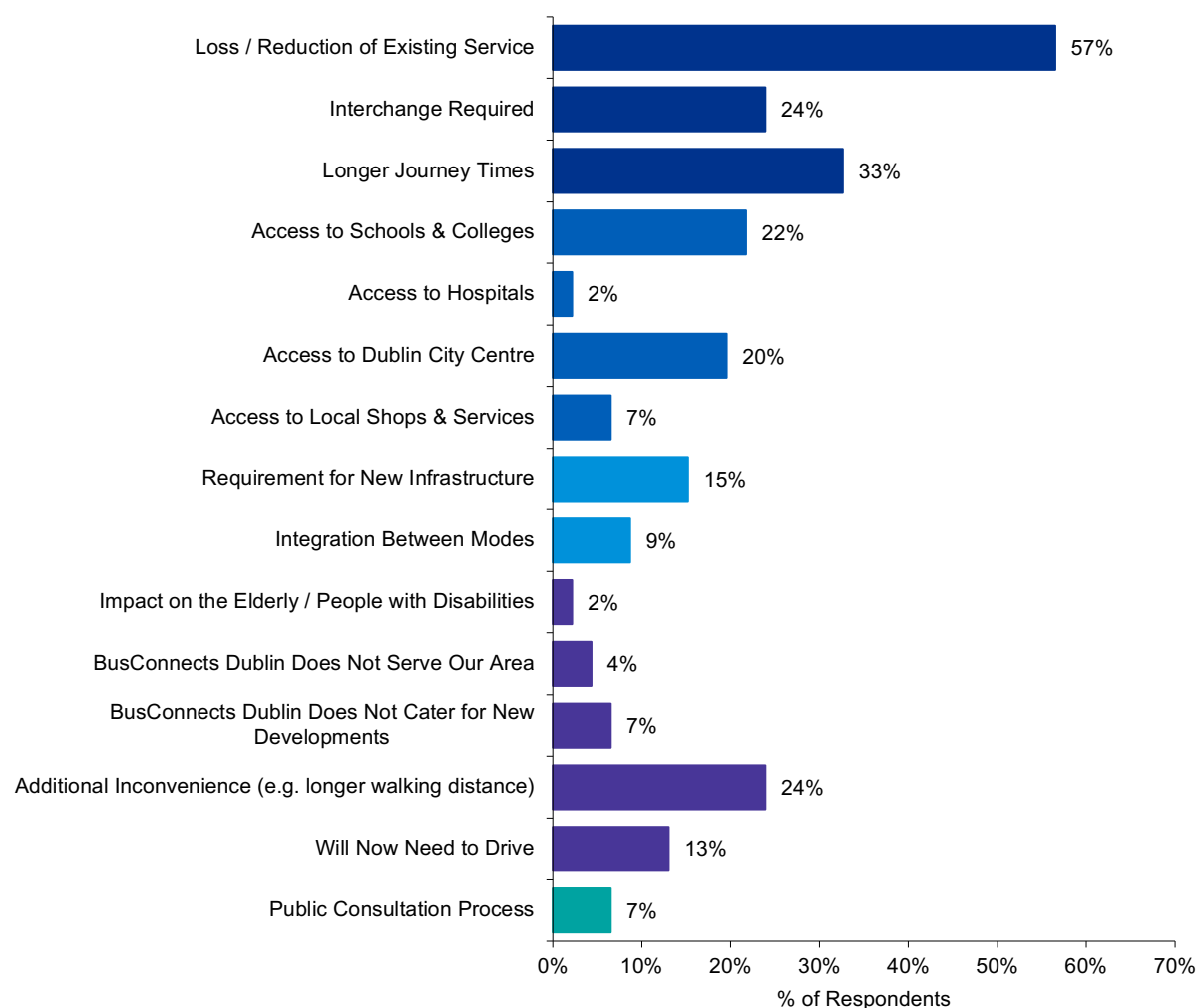
5.23 Maynooth Catchment Consultation Area

Overview

This area covers the community of Maynooth. In total 46 submissions were verified as being from this locality. On 14th September 2018 a public information session was held at Manor Mills Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, with concerns raised regarding the proposed reduction in services, the requirement to change buses for journeys that are currently direct and longer journey times. It was stated that this would impose a requirement on residents to drive for journeys they currently make by bus. Connectivity was also a significant issue, with access to Dublin City Centre and to schools and colleges of particular concern.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 66, 66X & 67 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - C3 & C4 routes & C spine.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by over half of respondents.
- A third of respondents referenced longer journeys.
- Almost a quarter of respondents referenced that an interchange would be required and a similar proportion referenced additional inconvenience.

Access to Hospitals

- Connolly Hospital was the only specifically referenced hospital.

Access to Schools and Colleges

- Respondents referenced a number of schools and colleges, of which Maynooth schools generally were the most frequently referenced.

Service Provision

- Maynooth generally and Meadowbank were referenced as not being catered for by BusConnects Dublin.
- The Celbridge Road was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Reduction in the Level of Service.** At present, commuters in Maynooth have the choice of both the 66 and 67 for a direct route to the city centre. It was also suggested that the timing of the peak services, between 7am and 9am, may be too late to serve passengers travelling to Dublin City Centre.
- **Concern Regarding the Reliability of the Service Due to Routing via Leixlip.** There was concern expressed regarding the reliability of services from Maynooth due to the traffic issues in Leixlip village.
- **Concern that Peak Services Go Via Lucan Village.** There was concern expressed that the peak service, the 323, is currently indicated to go via Lucan Village, rather than along the Lucan Bypass.

- **Loss of Service on Celbridge Road.** A small portion of the Celbridge Road, which is currently served the 67 and has some housing development, would no longer be directly served by a direct route to the city centre.

Amended Network

The issues raised in the consultation feedback as they relate to Maynooth were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Maynooth area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

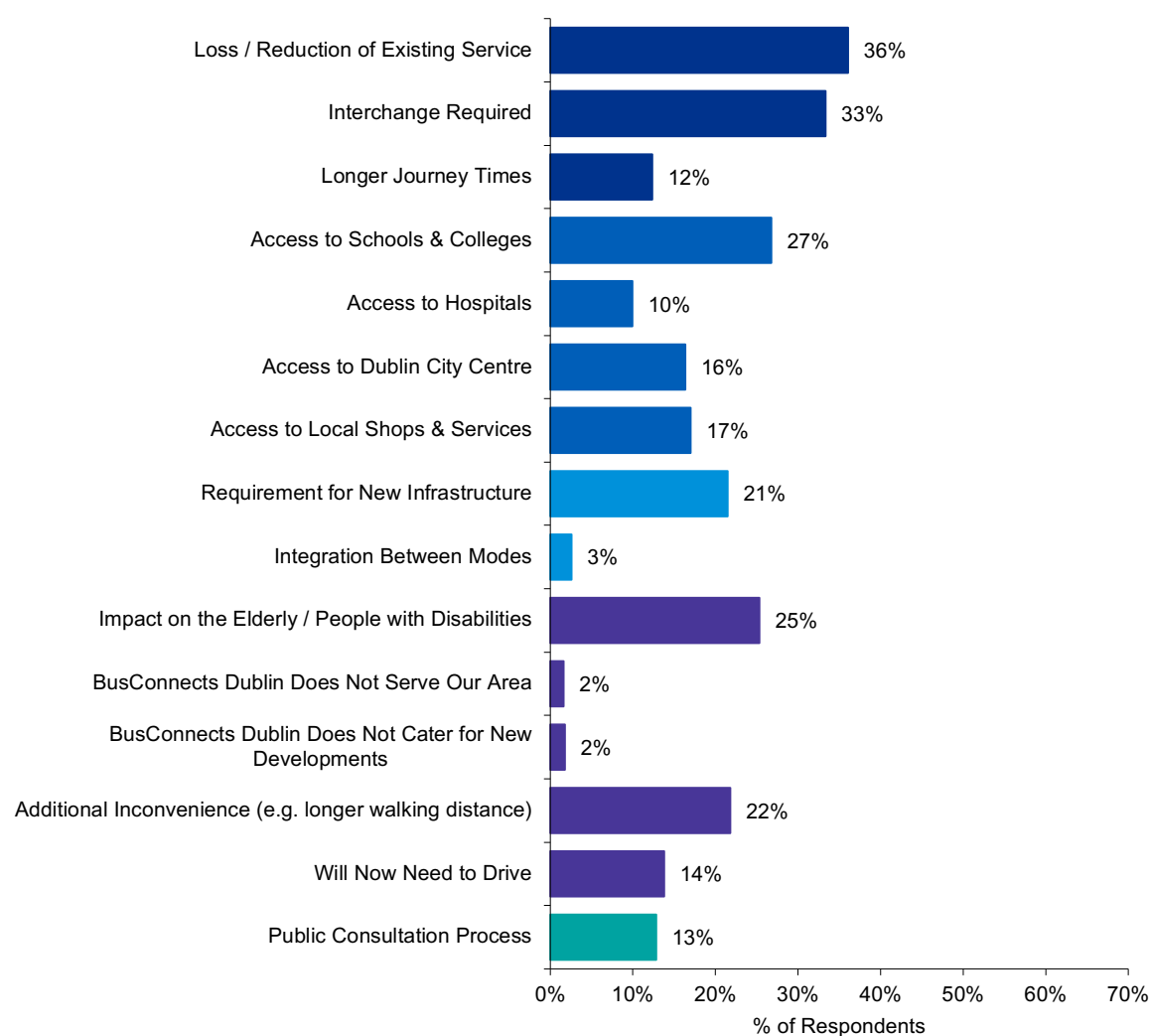
5.24 Rathfarnham Catchment Consultation Area

Overview

This area covers the communities of Rathfarnham, Whitechurch, Ballyboden, Templeogue, Terenure and Knocklyon. In total 621 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 7th September 2018 a public information session was held at Rathfarnham Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, with concerns raised regarding the proposed reduction in services and the requirement to change buses for journeys that are currently direct. Access to schools and colleges was seen as critical, with access to Dublin City Centre and to local shops and services also quite important. A number of respondents felt that the revised network would not serve the area as well as the existing network, which would impose a requirement to drive.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 15A, 15 & 15B routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - A spine, 16 & A1 routes.

Key Themes

- Over a third of respondents referenced that there would be a loss / reduction in an existing service.
- A third of respondents referenced that an interchange would be required.
- Over a quarter of respondents referenced access to schools and colleges.

Access to Hospitals

- Tallaght Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- St Joseph's Boys National School Terenure, University College Dublin and Presentation School were the most frequently referenced educational institutions.
-

Service Provision

- Kennington Road and Wainsfort Road were referenced as not being catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Whitechurch Losing a Direct Service.** Whitechurch is losing a direct but infrequent service, the 61, to the city centre. This would be replaced by two local feeder services. The 234 would provide a connection to Terenure, linking with the high frequency A spine, while the 235 would provide a connection to the Luas.
- **Adequacy of Services at Stocking Lane/Knocklyon.** It was mentioned that the current services are not catering for the demand in the morning. For example, there are students coming from west of the M50 to schools in Terenure and Rathfarnham. The proposed network has a similar level of service to the existing.
- **Loss of Service from Perrystown and North Templeogue to Tallaght.** Perrystown would lose the 54A which provides a service to Tallaght and Tallaght Hospital. It would now be required to use the F1 or F2 to connect with the A2.

- **Loss of Service from Perrystown and North Templeogue to Rathmines.** The proposed F1 and F2 would run through Harold's Cross rather than Rathmines, while the D4 would run through Crumlin. A currently direct route would be replaced by a journey requiring interchange for a number of respondents.
- **Adequacy of Services at Knocklyon/Templeogue/Terenure.** Concerns were raised that, as many of the services originate in Tallaght, they would be full by the time they got to Knocklyon/Templeogue/Terenure.

Amended Network

The issues raised in the consultation feedback as they relate to Rathfarnham were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Rathfarnham area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

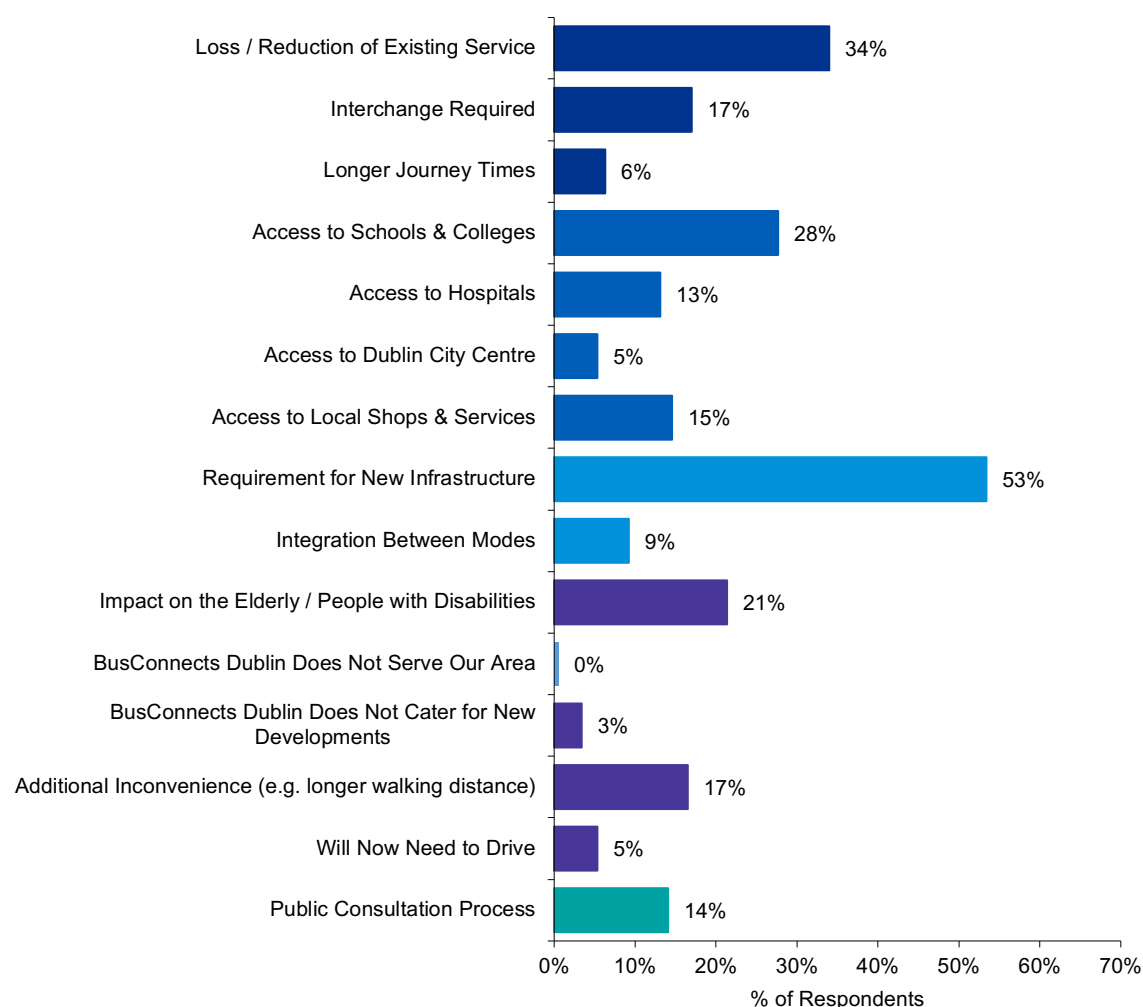
5.25 Rathmines Catchment Consultation Area

Overview

This area covers the communities of Rathmines, Ranelagh, Harold's Cross and Milltown. In total 204 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 18th September 2018 a public information session was held at the Swan Centre, Rathmines, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, with concerns raised regarding the perceived reduction in services and the requirement to change buses for journeys that are currently direct. Connectivity was also a significant issue, with access to schools and colleges of particular concern. A number of respondents felt that the proposed network would not serve their area as well as the existing network does. A significant volume of submissions mentioned new road infrastructure (which is subject of a separate public consultation on the Core Bus Corridors).

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 15A, 83 & 16 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - F & A spines & 14 route.

Key Themes

- The most frequent theme was a requirement for new infrastructure referenced by over half of respondents.
- Over a third of respondents referenced that there would be a loss / reduction in an existing service.
- Over a quarter of respondents referenced access to schools and colleges.

Access to Hospitals

- Tallaght Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- St Louis High School was the most frequently referenced educational institution.

Service Provision

- Mount Argus was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Connectivity to Sundrive Road.** Currently, the 83 and 83A provide a connection to Sundrive Road. The proposed S2 would run along Sundrive Road, not along Rathmines Road, but would continue on to Ranelagh and Sandymount.
- **Loss of Connectivity to Tallaght Hospital from Harold's Cross.** The current 54A provides connection to Tallaght Hospital from Harold's Cross.
- **Loss of Connectivity to the Airport from Harold's Cross.** The current 16 service provides a direct connection to the Airport from Harold's Cross.
- **Loss of Direct Connection from Kimmage Road West/Terenure Road West to City.** Kimmage Road West and Terenure Road West would have no service running directly to the city. The proposed S4 would provide a service along it, but would require interchange to reach the city centre.

- **Loss of Direct Service from Bushy Park Road.** Currently, the 15B provides a direct connection from Bushy Park Road to the city. Under the proposed network a local feeder route, the 234, would serve this route, connecting with Rathfarnham and Ballyboden.
- **Loss of Access to Schools in Rathmines.** Currently school children coming from Rialto can use the 122 and 68 (to Portobello – although this will be replaced by the O or S2), while those travelling from Crumlin can use the 83 and from Perrystown the 15A. These connections would not be maintained in the revised network.
- **Loss of 140 and 142 Routes at Rathmines Road Upper/Palmerston Road.** The current 140 service is every 20-25 minutes, while the 142 route is every hour. The 140 currently serves Palmerston Road. The proposed 14 would serve Rathmines Road Upper at a half-hourly frequency and there would be no service on Palmerston Road.

Amended Network

The issues raised in the consultation feedback as they relate to Rathmines were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Rathmines area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

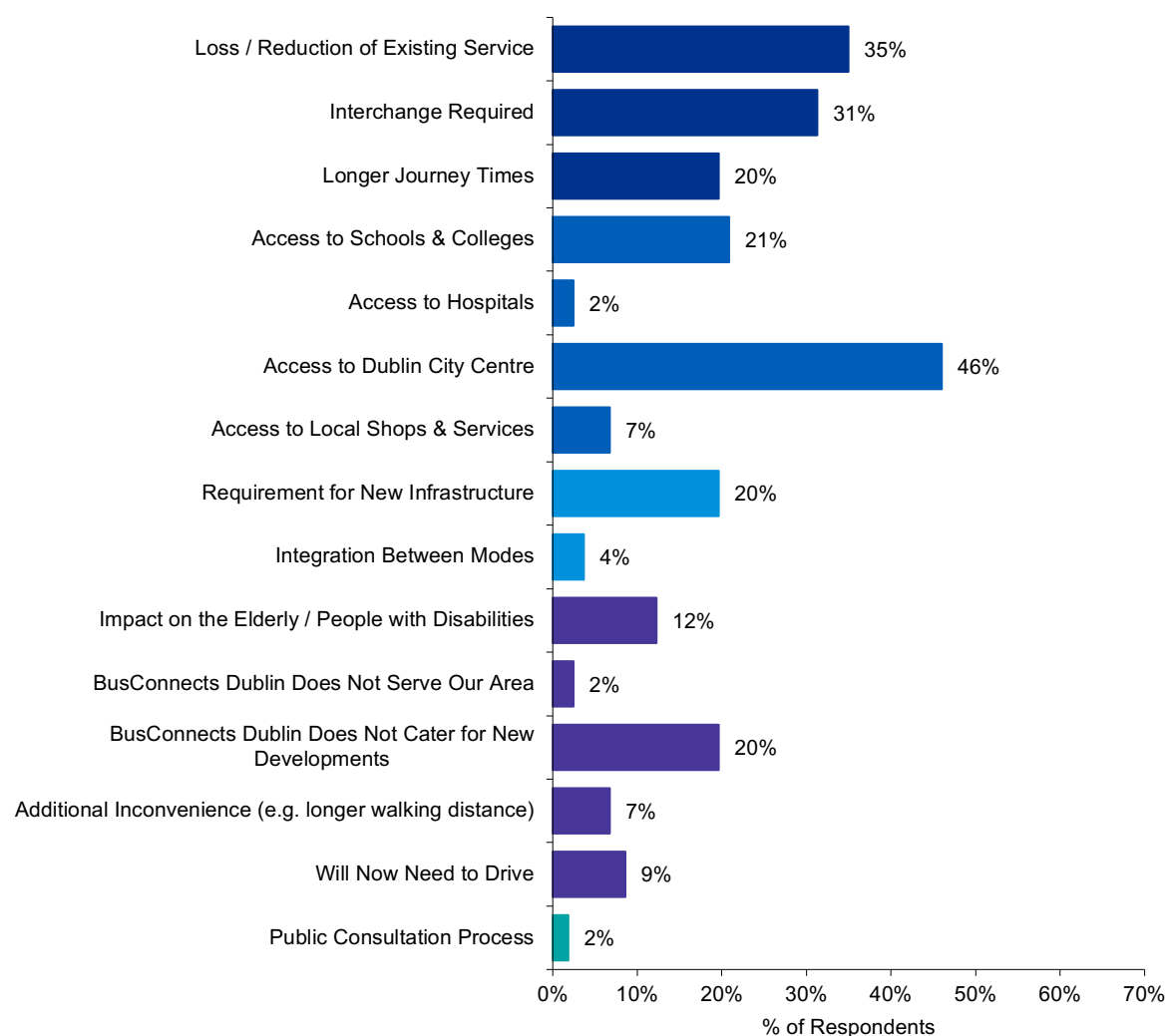
5.26 Saggart Catchment Consultation Area

Overview

This area covers the communities of Saggart, Rathcoole, Citywest, Blessington and Newcastle. In total 162 submissions were verified as being from this locality. On 25th September 2018 a public information session was held at the Citywest Hotel, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, specifically the requirement to change buses and the perceived reduction in services. Access to Dublin City Centre and to schools and colleges were key issues of Connectivity. Some respondents stated that the revised network would impose additional inconvenience on them.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 69, 68X & 69X routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 242, W8 & 256 routes.

Key Themes

- The most frequent theme was access to Dublin city centre, referenced by almost half of respondents.
- Over a third of respondents referenced that there would be a loss / reduction in an existing service.
- Just under a third of respondents referenced that an interchange would be required.

Access to Hospitals

- Tallaght Hospital, St James's Hospital and Stewart's Hospital Palmerstown were all referenced.

Access to Schools and Colleges

- Clondalkin schools were the most frequently referenced educational institutions.

Service Provision

- South Lucan and Citywest were referenced as not being catered for by BusConnects Dublin.
- Rathcoole was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Direct Service from Blessington to City.** The 65 provides an irregular and infrequent but direct service to the city.
- **Loss of Direct Service from Rathcoole and Saggart to Clondalkin and the City.** The 69 currently provides a direct connection between Clondalkin and the city centre.
- **Loss of Two Direct Routes from Citywest to the City.** The Citywest area and Citywest Road would no longer have two direct routes to the city centre (65B and 77A).
- **Loss of Connectivity to Newcastle and Greenogue Business Park.** At present, the 68 provides a direct connection between Clondalkin and Greenogue Business Park.
- **Loss of the 69X Service.** At present Rathcoole is served by one 69X service in the morning. There is no peak hour replacement service proposed.

Amended Network

The issues raised in the consultation feedback as they relate to Saggart were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Saggart area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

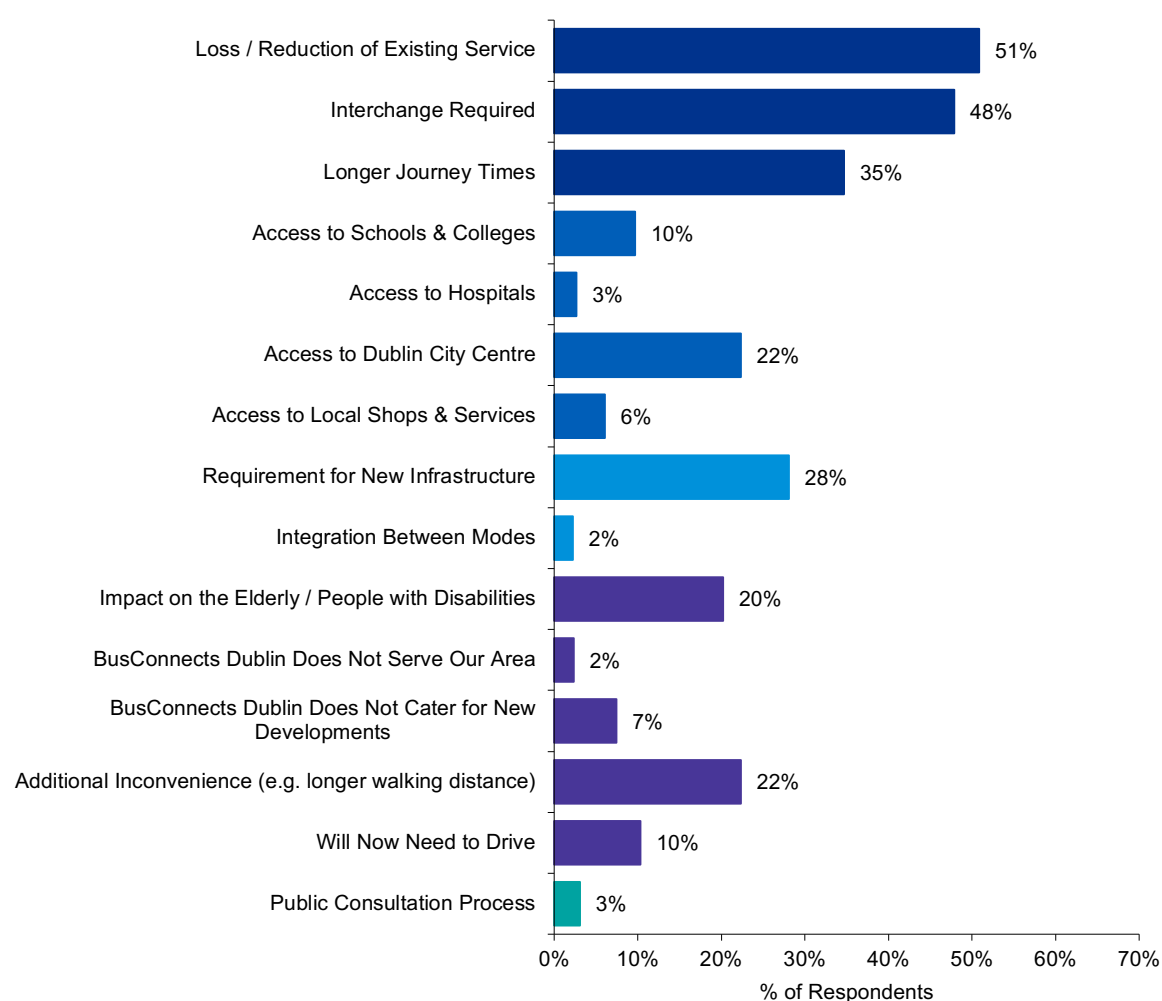
5.27 Skerries Catchment Consultation Area

Overview

This area covers the communities of Skerries, Lusk and Rush. In total 939 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 3rd September 2018 a public information session was held at the Skerries Community Centre, which attracted numerous interested parties from these areas.

Overall the respondents were concerned with the Network Design, with concerns raised regarding the perceived reduction in services and the requirement to change buses for journeys that are currently direct. A number of respondents stated that a lack of integration between bus and other public transport modes, and the need to change buses, would increase journey times. Connectivity to Dublin City Centre and access to schools and colleges were also highlighted. The Socio-Economic issues included the revised network not serving the area as well as the existing network, which would require residents to drive for journeys currently served by public transport.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 33, 33X & 33A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 285 route and A spine.

Key Themes

- The most frequent theme was that there would be a loss / reduction in an existing service, referenced by over half of all respondents.
- Almost a half of respondents referenced that an interchange would be required.
- Over a third of respondents referenced longer journey times.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Dublin City University was the most frequently referenced educational institution.

Service Provision

- North Dublin was the most frequently referenced area as not being catered for by BusConnects Dublin.
- Lusk was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of 33X Direct Peak Service Using Port Tunnel.** The proposed network did not include a peak hour service for Skerries, Lusk and Rush, which would require passengers to use the 285 to interchange with the train or else the A4 at Swords.

Amended Network

The issues raised in the consultation feedback as they relate to Skerries were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Skerries area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

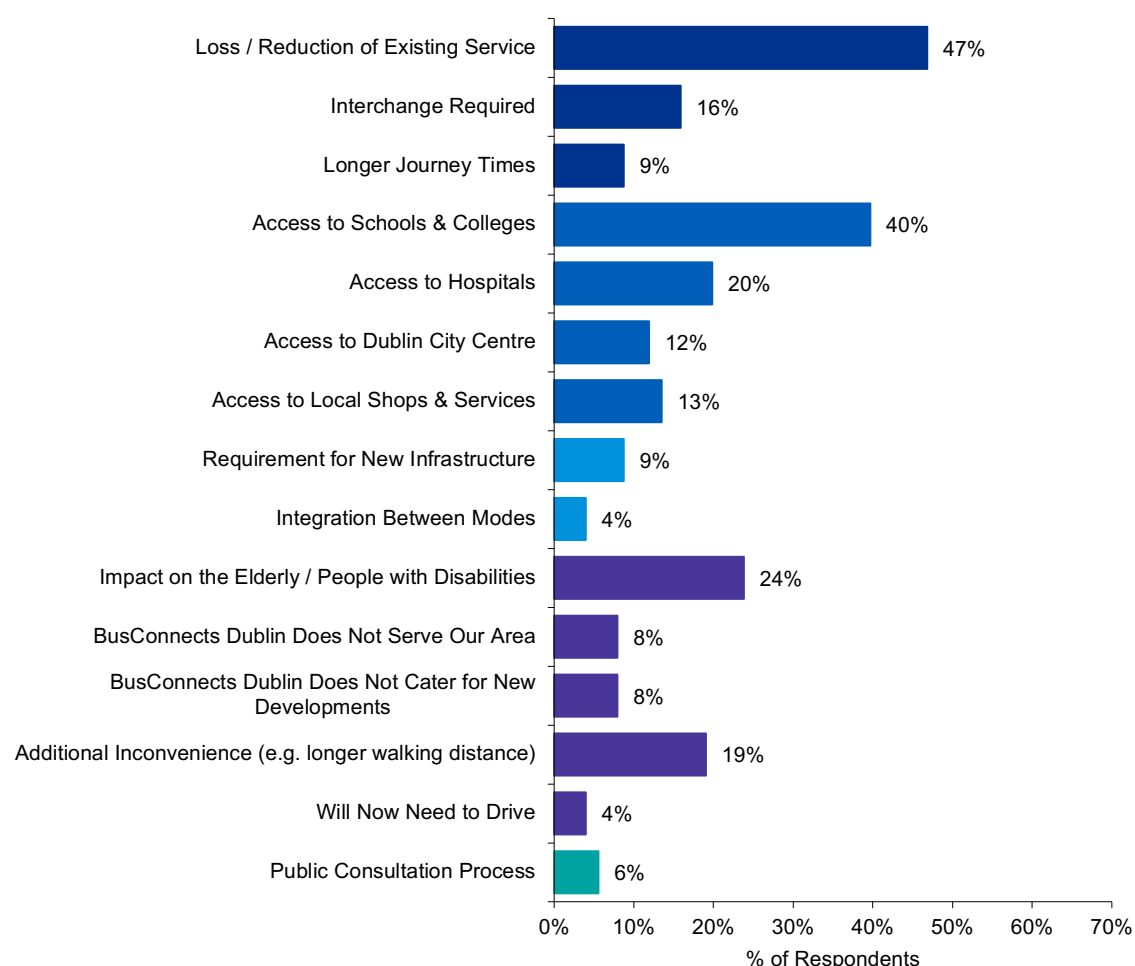
5.28 Stillorgan Catchment Consultation Area

Overview

This area covers the communities of Stillorgan, Cabinteely and Carrickmines. In total 126 submissions were verified as being from this locality. On 31st August 2018 a public information session was held at the Talbot Hotel, Stillorgan, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Connectivity, in particular with links to schools and colleges. Network Design was also an issue, with concerns raised regarding the perceived reduction in services and a perception that the revised network would not serve the area as well as the existing network. Some respondents felt that these changes would require them to drive for journeys currently served by public transport.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 75, 47 & 145 routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - E spine, 213 & E1 routes.

Key Themes

- Almost half of respondents referenced that there would be a loss / reduction in an existing service.
- Two fifths of respondents referenced access to schools and colleges.
- Almost a quarter of respondents referenced the impact on the elderly and people with disabilities.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- University College Dublin was the most frequently referenced educational institution.

Service Provision

- Leopardstown was the most frequently referenced area as not being catered for by BusConnects Dublin.
- Cherrywood was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of the Direct Link to St. Vincent's Hospital (47).** The 47 currently provides a direct link to St. Vincent's Hospital from Ringsend and from Stepside, Sandyford and Stillorgan, which would be lost under the proposed network.
- **Loss of the 75 Providing Connectivity to Tallaght and Dun Laoghaire.** A direct connection to Tallaght would no longer be possible from Stillorgan. This would be replaced by the 225 between Dun Laoghaire and Dundrum, and the S6/S7 between Dundrum and Tallaght.
- **Nutley Lane.** There was opposition to the routing of significant numbers of buses on this road (although most of the issues raised related to the Core Bus Corridor proposal, not the proposed Network).

- **Loss of Service to Kilmacud Road Upper.** A number of submissions identified that Kilmacud Road Upper, currently served by the 75 route, would no longer be served under the proposed Network.

Amended Network

The issues raised in the consultation feedback as they relate to were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Stillorgan area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

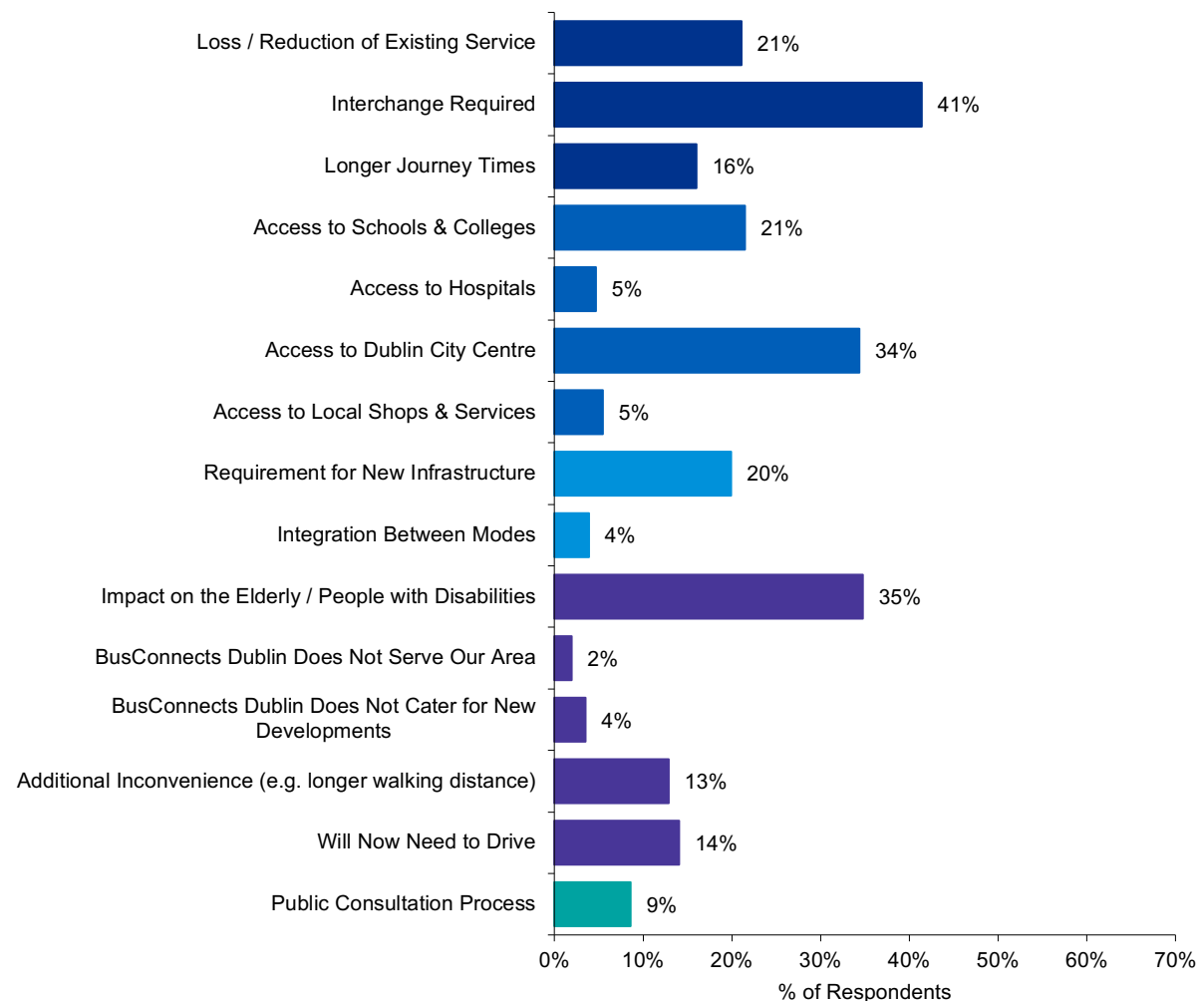
5.29 Sutton Catchment Consultation Area

Overview

This area covers the communities of Sutton, Howth, Baldoyle, Bayside and Kilbarrack. In total 252 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 12th September 2018 a public information session was held at the Marine Hotel in Sutton, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with Network Design, specifically the requirement to change buses and the perceived reduction in services. Access to Dublin City Centre and to schools and colleges were key issues of Connectivity. A number of respondents stated that the revised network would not serve the area as well as the existing network.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 31A, 31 & 31B routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - N6, 291 & 290 routes.

Key Themes

- The most frequent theme was the requirement for interchange, referenced by over two fifths of respondents.
- Over a third of respondents referenced the impact on the elderly and people with disabilities.
- Over a third of respondents referenced access to Dublin city centre.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Mount Temple Comprehensive School was the most frequently referenced educational institution.

Service Provision

- Kilbarrack was the most frequently referenced area as not being catered for by BusConnects Dublin.
- Howth was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Loss of Direct Service from Howth.** The existing direct services to the city centre, the 31, 31A and 31B, would be replaced by local services that connect with the train line as well as the N6 orbital route. However, the DART is not considered an adequate replacement for a direct bus service to the city centre.
- **Loss of Service in Raheny.** The removal of the 31 buses would affect Raheny in that it would leave it with only one service into town, the 60 (replacing the 29A). There were concerns that these buses would be full by the time they reach Raheny.

Amended Network

The issues raised in the consultation feedback as they relate to Sutton were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Sutton area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

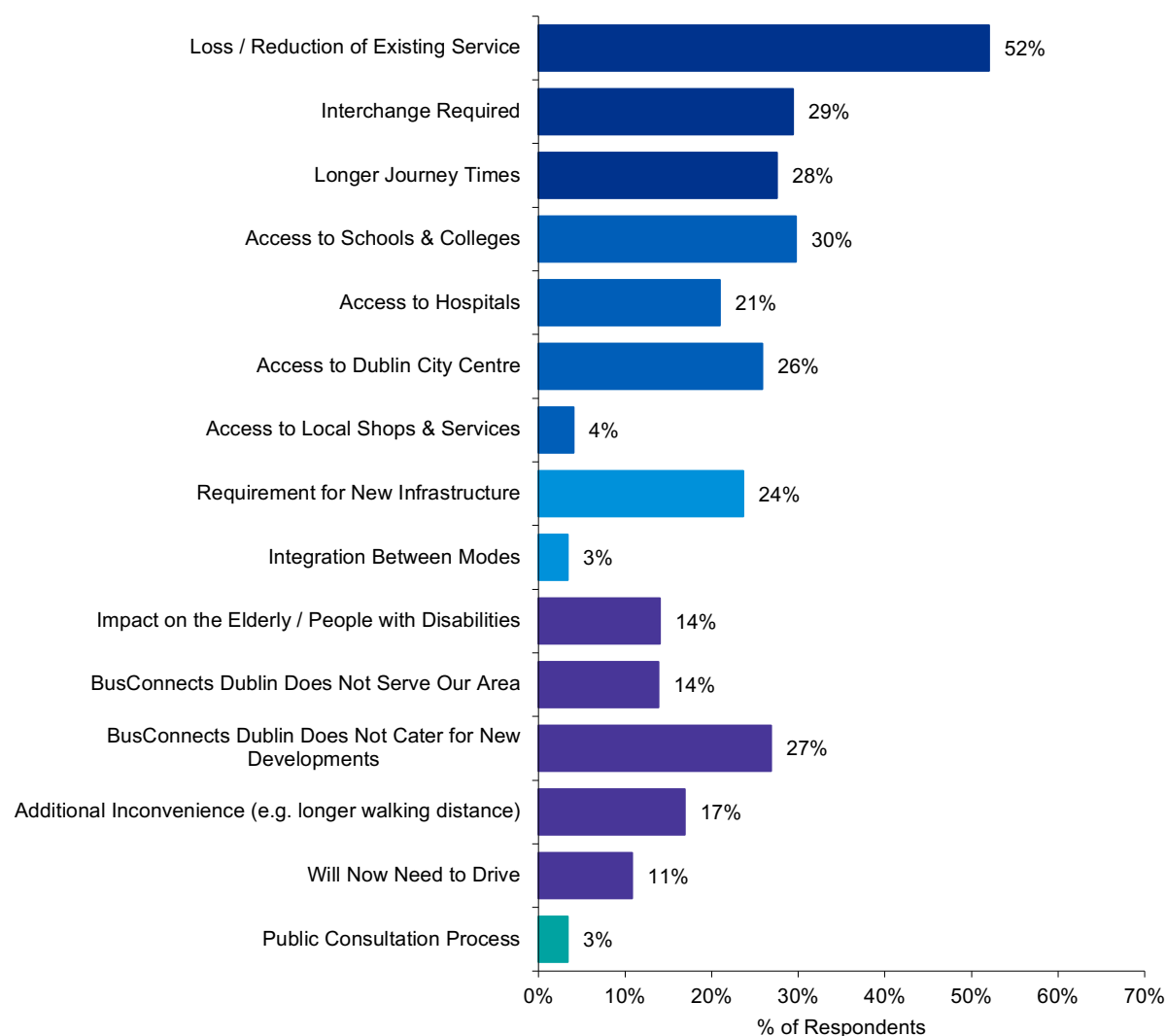
5.30 Swords Catchment Consultation Area

Overview

This area covers the communities of Swords, Rolestown, Donabate, and Portrane. In total 590 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 16th August 2018 a public information session was held at the Pavilions Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were concerned with the Network Design, their Connectivity to services and the increased inconvenience of the draft BusConnects proposals. A large amount of respondents suggested that the draft network would result in fewer buses serving their area, with bus changes and longer journey times also of concern.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 33D, 33B & 41C routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - 2, 280 & A4 routes.

Key Themes

- Over half of respondents referenced that there would be a loss / reduction in an existing service.
- Almost a third of respondents referenced that an interchange would be required.
- Over a quarter of respondents referenced access to schools and colleges.

Access to Hospitals

- Beaumont Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- Maynooth University was the most frequently referenced educational institution.

Service Provision

- Knocksedan was the most frequently referenced area as not being catered for by BusConnects Dublin.
- Fingal, Donabate and Portrane were the most frequently referenced areas as new developments not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Concern over the Capacity of the services provision in Swords to Meet Demand.** The current level of service provided by the 41, 41B and 41C was seen as better than that provided under the draft proposals.
- **Concern at the Suitability of Main Street (and the Dublin Road) for Interchange.** There was concern that the requirement for residents of North County Dublin Towns and residential areas north of Swords to interchange at Swords Main Street cannot be properly catered for. The residents of River Valley and Boromhe would be more likely to interchange on the Dublin Road and therefore the adequacy of these stops also needs to be considered.
- **Loss of Service to Rolestown / No Service to Rolestown Roganstown and Ballyboughal.** Rolestown is currently served by the 41B which has 4/5 services a day on weekdays. There was no replacement for this service proposed. It was also mentioned that there is no proposed service to Roganstown and Ballyboughal.

- **Loss of 41C and replacement by 282 Feeder Service.** Residents were not happy that the current 41C would be replaced by the proposed 282 feeder service.
- **No Connectivity Provided Between Swords and Blanchardstown.** The lack of a direct bus connection between Swords and Blanchardstown was raised.
- **No Proposed Service to Knockedan Estate.** Knockedan Estate is not on a current Dublin Bus Route, but it was raised that it should be included as part of the proposed network.
- **Adequacy of Provision for Holywell.** The residents of Holywell were not happy to only get a feeder route, which would require interchange.
- **Growing Population of Donabate/Portrane.** There was concern that the draft proposals did not adequately cater for the growing population in Portrane/Donabate.

Amended Network

The issues raised in the consultation feedback as they relate to Swords were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Swords area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

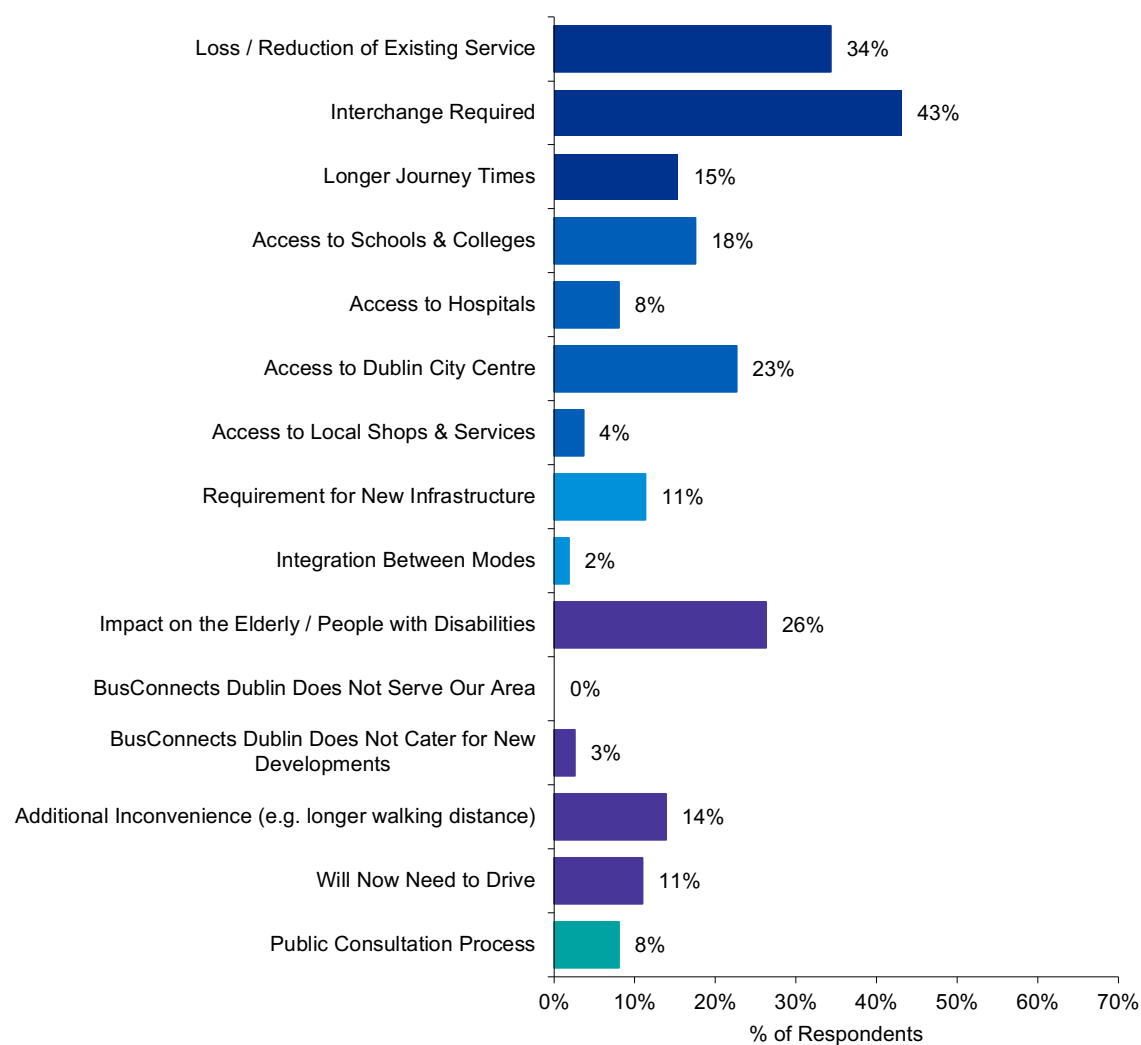
5.31 Tallaght Catchment Consultation Area

Overview

This area covers the communities of Tallaght and Firhouse. In total 271 submissions were verified as being from this locality, in addition to a number of residents' petitions. On 10th August 2018 a public information session was held at Tallaght Shopping Centre, which attracted numerous interested parties from these areas.

Overall, the respondents were particularly concerned with the Network Design of draft BusConnects proposals. A large amount of respondents suggested that the draft network does not serve the area, with access to fewer bus services.

Breakdown of Issues



General Observations

Bus Routes

- Most frequently referenced existing bus routes - 49, 15A & 77A routes.
- Most frequently referenced BusConnects Dublin proposed bus routes - S7 & S6 routes & A spine.

Key Themes

- The most frequent theme was that interchange would be required, referenced by over two fifths of respondents.
- Over a third of respondents referenced that there would be a loss / reduction in an existing service.
- Over a quarter of respondents reference the impact on the elderly and people with disabilities.

Access to Hospitals

- St Vincent's Hospital was the most frequently referenced hospital.

Access to Schools and Colleges

- University College Dublin was the most frequently referenced educational institution.

Service Provision

- Firhouse was the most frequently referenced area as a new development not catered for by BusConnects Dublin.

Specific Observations

The consultation process identified the following specific local area issues with the draft BusConnects Dublin Network:

- **Firhouse Loses Direct City Connectivity** At present, the half hourly 49 goes to the city and the hourly 65B goes directly to the city. These would be replaced with Orbital Services.
- **Lack of Direct Connectivity Between Citywest & Firhouse.** The 77A and the 65B currently provide connection between Citywest and Firhouse. This journey would now require interchange. This was raised in the context of difficulty for children in Citywest accessing Firhouse Community College.
- **Concern with Loss of Direct Connectivity & Replacement with Local Feeder Loop.** Some estates such as Avonbeg, Avonmore and Tymon North are concerned with lack of direct connectivity to the city centre, currently provided by the 77A.
- **Loss of Coverage to Hospital.** The 54A connects parts of Kimmage, Templeogue and Perrystown to Tallaght Hospital. This journey would now require interchange at Spawell.

- **Loss of Service to Kilinarden.** Kilinarden is currently served by the 65B, 77A and 54A, which are all direct services to the city centre (via Rathmines, Crumlin and Harold's Cross). It is proposed to be served by the 240 local loop route to Tallaght Town Centre.

Amended Network

The issues raised in the consultation feedback as they relate to Tallaght were an important input in the consideration of amendments to the proposed network. All issues were carefully assessed by the BusConnects Team as part of the network design revision process.

In this context, various amendments have been proposed to the previous draft network, which was published for consultation in July 2018. The changes address many of the issues raised, and aim to provide a better overall bus network for Dublin. Because of the nature and detail of those amendments, they are not amenable to presentation in text format. Accordingly, the details of those revised proposals for the Tallaght area are set out in the updated Network Redesign Report, which is available on the BusConnects website (www.busconnects.ie).

6. Conclusion and Next Steps

In total, the BusConnects team received and processed almost 28,000 submissions, 65 petitions (totalling over 20,000 signatures), as well as verbal input from Public Consultation events, one to one telephone conversations, and dialogue with political representatives. Collating and condensing this volume of feedback into the pertinent network redesign issues has been a challenging task, but ensuring that the views and issues of the travelling public were central to the development of the BusConnects Dublin Network Redesign was critical to the process.

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 carefully considered them in the redesign process. A key challenge was to increase the level of direct service without undermining the integrity of the new network. It was also important to address the need for fast and reliable commuter services of sufficient capacity (particularly at peak periods), while also ensuring that the new network will continue to provide access to local services and connections between communities. A full breakdown of the revised BusConnects Dublin Network Redesign, and how it will now better serve the whole of Dublin and its environs is set out in the updated Network Redesign Report.

It is intended that the details of the updated network proposals are published for public review and commentary. This will allow members of the public a further opportunity to assess the bus service proposals and raise any issues of concern. This second round of public consultation will feed into the finalised bus network, which will then be brought forward for implementation.



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