

Rathfarnham to City Centre

Core Bus Corridor
Preferred Route

Public Consultation
March 2020

12



Project Ireland 2040
Building Ireland's Future

**BUS
CONNECTS**

MORE PEOPLE, TO MORE PLACES, MORE OFTEN.



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1. Introduction

1.1 What has happened so far?

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

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

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

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

1.2 What is BusConnects?

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

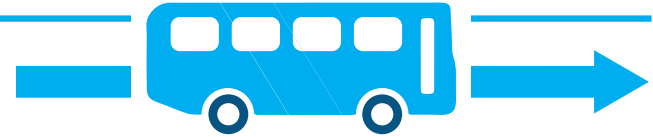
- ▶ The National Development Plan 2018 - 2027;
- ▶ Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- ▶ The Climate Action Plan 2019.



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

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable



200km of cycle lanes/tracks



Transitioning to a new
low emissions bus fleet



State of the art
ticketing system

Cashless payment system



Simpler fare structure



New Park & Ride sites
in key locations

New bus livery



providing a common style
across all operators



New bus stops and shelters

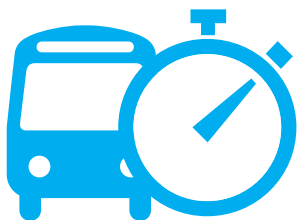
with better signage and information



Dublin area bus network redesign

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

1.3 What are the benefits of this project?



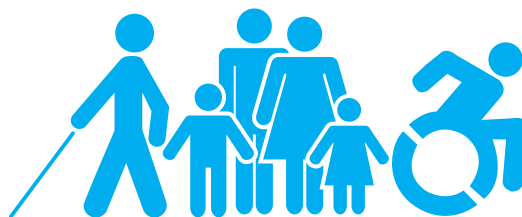
Journey Time Savings -

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



Building a sustainable city and addressing climate change -

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



Accessibility for all -

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



Better cycling facilities -

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



Pedestrians and Urban Realms -

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

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside general traffic and segregated cycle lanes/tracks where feasible.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the Core Bus Corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a second round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from the second round of public consultation and also subsequent examination in the context of Environmental Impact Assessment.

5. Bus Gate



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

6. Signal Controlled Priority:

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

when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street.

They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.

2. As the bus approaches, the light signal changes to halt general traffic.

3. The bus has priority to proceed.

4. When the bus has cleared the junction, general traffic proceeds.

1.5 Map of all 16 core bus corridors

Preferred Routes

1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre



2. Preferred Route Description

2.1 Overview

The Rathfarnham to City Centre Core Bus Corridor (CBC) commences on the R821 Grange Road at the junction with Nutgrove Avenue. The CBC is routed along the Grange Road, Rathfarnham Road, Terenure Road East, Rathgar Road, Rathmines Road Lower, Richmond Street South, Camden Street Upper and Lower, and Wexford Street to its junction with Kevin Street Lower and Cuffe Street where priority bus lanes end. From Cuffe Street to Dame Street along Redmond's Hill, Aungier Street and South Great George's Street, the route will involve a traffic lane and a cycle track in both directions where it will join the existing traffic management regime in the city centre.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in January 2019.

2.2 Nutgrove Avenue to Terenure Road North – Grange Road, Rathfarnham Road

The CBC commences at the junction of Grange Road and Nutgrove Avenue, where it will tie into the Grange Road Cycle scheme. Between this junction and the Castleside Drive junction it is intended to provide a single bus lane alongside general traffic lanes and cycle tracks in both directions, as per the EPR. To accommodate the road layout, it is proposed to utilise limited landtake from the following properties:

- ▶ Private properties in Rathfarnham Wood development;
- ▶ Rathfarnham Credit Union; and
- ▶ Green space in Rathfarnham Castle Park.

In the EPR proposal, landtake was proposed from the Village Court development. However, through the design changes this landtake has been mitigated.

On the section of Rathfarnham Road between

Castleside Drive and Dodder Park Road, the road is not wide enough to provide a cycle lane in either direction in addition to bus and traffic lanes. Instead, the proposal provides an alternative cycle facility linking to St. Mary's Avenue where a Quiet Street Treatment would be provided.

From here, two structures are proposed crossing the Owendoher River to facilitate a new shared pedestrian and cyclist track adjacent to the river, tying into the proposed Dodder Greenway. This facility would link to a new bridge structure crossing the Dodder River and connecting to Rathdown Park, where a Quiet Street Treatment would be provided. This facility is proposed to connect to Rathfarnham Road at the junction with Rathdown Park and is proposed to replace the EPR proposal to divert cyclists to Brookvale Downs. Feedback received as part of the first round of consultation along with topographical survey information have identified the connection to Brookvale Downs as a significant pinch-point and have driven this proposed design change.

To accommodate new bus lanes on Rathfarnham Road between Main Street and

Dodder Park Road, it is proposed to utilise land take from adjacent properties on both sides of the road. The EPR proposal only envisaged landtake on the western side of Rathfarnham Road between Crannagh Road and Rathfarnham Park. However according to new information provided by the topographical survey, widening the road on one side only would create steeper driveways on the widened side. To mitigate this issue and provide less steep driveway gradients, it is proposed to raise the level of the road which would impact on properties both sides of the road. The appropriate solution is to split this impact evenly between both sides of the road.

To maintain bus priority through the Dodder Park Road and Rathfarnham Road junction, it is intended to provide Signal Controlled Priority on the southern and northern approaches to the junction. The junction will be upgraded with Toucan Crossings at all four approaches.

Between Dodder Park Road and Rathdown Park, it is proposed to maintain a bus lane and a general traffic lane in both directions. Between Rathdown Park and Bushy Park Road, it is intended to maintain bus priority by providing Signal Controlled Priority in both directions

and managing traffic queues in this area. This represents a reduction in the cross-section compared to the EPR and results in reduced landtake from adjacent properties.

From Bushy Park Road to Terenure Road North it is proposed to provide cycle tracks, bus lanes and traffic lanes in both directions. To accommodate these new bus lanes on this section of Rathfarnham Road, it is proposed to acquire land from adjacent properties, details of which can be found in the Appendix of this brochure. At the Terenure Road North junction it is intended to extend the existing bus lane and proposed cycle track as far as the junction stop line. Bus movements through this junction will be managed with Signal Controlled Priority.

2.3 Terenure Road North to Charleville Road – Terenure Road East, Rathgar Road

Between the Terenure Road North junction and St. Joseph's Church, it is proposed to provide a single general traffic lane in each direction. Bus priority will be provided through this section by Signal Controlled Priority. In the EPR it was proposed to provide for an outbound

bus lane and two general traffic lanes on this section. However, information distilled from the topographical survey has identified that this is not possible without narrowing the existing footpaths significantly.

Between St. Joseph's Church and the Rathgar Avenue junction it is intended to provide a bus lane and general traffic lane in both directions. The EPR proposed to provide a cycle track in each direction between Ferrard Road and Rathgar Avenue. However, due to the width constraints along this section of the corridor it is now proposed to provide an alternative cycle facility consisting of cycle tracks in each direction along Terenure Road North and Harold's Cross Road, connecting to the Kimmage to City Centre CBC at Harold's Cross.

At Rathgar Avenue, it is proposed to maintain bus priority through the junction with Signal Controlled Priority. This will require land take on Terenure Road East, between St. Joseph's Church and Brighton Road. Further information on landtake can be found in the Appendix of this brochure.

Along Rathgar Road it is proposed to provide bus lanes and cycle tracks in each direction

and a one-way inbound general traffic lane only, where the EPR previously proposed two-way traffic along this section. Local access for residents on Rathgar Road and adjoining streets can be maintained through the surrounding road network via Rathgar Avenue or Rathmines Road Upper including Frankfort Avenue, Leicester Avenue, Garville Avenue, Garville Road, and Highfield Road. It is proposed to remove the current right turn ban from Rathmines Road Upper to Highfield Road as well as the right turn ban from Highfield Road onto Rathgar Road. No land acquisition or tree removal is required on Rathgar Road due to these design revisions.

2.4 Charleville Road to Dame Street

As part of the first round of consultation, two options were presented as part of the EPR for this section of the CBC, namely;

Option A – Online cycleway through Rathmines Road, Richmond Street and Camden Street Upper, following Primary Cycle Route 10 and connecting to Primary Cycle Route 11. This option also identified that a Secondary Cycle

Route 10 along Camden Street and Wexford Street would be developed as part of the next design development stage.

Option B – Offline cycleway through side streets adjacent to Rathmines Road with a new canal crossing and a quiet cycle route through Martin Street, Stamer Street, Heytesbury Street and New Bride Street.

Further to concerns raised during the first round of consultation, the current proposal consists of providing a single inbound bus lane, two general traffic lanes and cycle tracks between Charleville Road and Castlewood Avenue. Between Castlewood Avenue and Grove Road, a general traffic lane and a cycle track in each direction are proposed, with the provision of a Bus Gate between Military Road and Richmond Hill which will restrict general traffic movements. This proposal also allows for some increase to footpath widths through Rathmines and the provision of 2m wide cycle tracks in each direction through the village.

On Richmond Street South, it is proposed to maintain the outbound traffic lane with a bus lane and cycle tracks in both directions.

Immediately south of the junction of Harrington Street/Harcourt Road/Richmond Street South, it is intended to have bus lanes in both directions with no general traffic lanes.

On Camden Street between Harcourt Road and Charlotte Way, one bus lane in each direction and two inbound general traffic lanes are proposed, with an inbound cycle track. Between Grantham Street and Cuffe Street it is proposed to provide bus lanes in each direction and a single outbound general traffic lane. This represents a change to the EPR, which provided for two-way traffic on this section of Camden Street. Under this proposal, inbound traffic would reroute to Harcourt Street to get to Cuffe Street and beyond.

Between Cuffe Street and Dame Street it is proposed to provide one general traffic lane and one cycle lane in both directions. No bus lanes will be provided on this section of the route. Where possible, on-street parking bays and loading bays will be retained. The CBC ties into the existing road network on Dame Street.

Traffic management measures such as turning restrictions at junctions or road closures will

also be considered on adjoining residential streets along the corridor at suitable locations to prevent through traffic diverting inappropriately.



2.5 Key Changes from the Published EPR

- ▶ An alternative cycle route is proposed along the Owendoher River in Rathfarnham, creating a connection to the proposed Dodder Greenway and connecting back to Rathfarnham Road at Rathdown Park. This reduces the need for land take on Rathfarnham Road and eliminates the need for alternative cycling facilities through Brookvale Downs.
- ▶ Land take on Rathfarnham Road between Brookvale Road and Rathfarnham Park has been split between both sides of the road. The road level has been raised to avoid steep driveways.
- ▶ Signal Controlled Priority is proposed between Rathdown Park and Bushy Park Road, reducing land take along this section.
- ▶ Signal Controlled Priority is proposed through Terenure Village to minimize impacts on parking and loading, this will also allow Urban Realm improvements.
- ▶ Alternative cycle facilities are proposed on Terenure Road North and Harold's Cross Road connecting to the Kimmage CBC at Harold's Cross. No cycle facilities are proposed on Terenure Road East which will reduce the impact on trees and properties.
- ▶ Signal Controlled Priority is proposed through Rathgar Village to minimize impacts on parking and loading, this will also allow Urban Realm improvements.
- ▶ A one-way, inbound general traffic lane is proposed on Rathgar Road therefore removing the need for land take.
- ▶ Two general traffic lanes and segregated cycle tracks in each direction are proposed through Rathmines Village with a Bus Gate between Military Road and Richmond Hill to facilitate bus priority. This will also allow for wider footpaths through the village.
- ▶ A one-way traffic system and segregated cycle tracks are proposed on Camden Street between Charlotte Way and Cuffe Street. This will enhance the cycle facilities whilst maintaining commercial loading where feasible.

2.6 Key Facts

- ▶ Approximate number of properties that may be impacted **109**
- ▶ Approximate number of designated on-street parking spaces that may be removed: **60**
- ▶ Approximate number of roadside trees that may be removed: **60***
- ▶ Approximate route length: **6.2kms**
- ▶ Approximate new cycle route length: **7.8kms**
- ▶ Current bus journey time: **up to 75 mins**
- ▶ BusConnects journey time: **25-30 mins**
- ▶ Future Bus journey time without BusConnects: **90 mins +**

*These figures do not include areas with significant tree coverage where topographical survey is not available, including trees potentially impacted within Rathfarnham Castle as well as at the proposed Owendoher River and Dodder River Crossings.



3. How to take part in the public consultation

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

3.1 General queries

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

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

3.2 How to engage

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

Written submissions and observations may be made by:



cbc@busconnects.ie



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

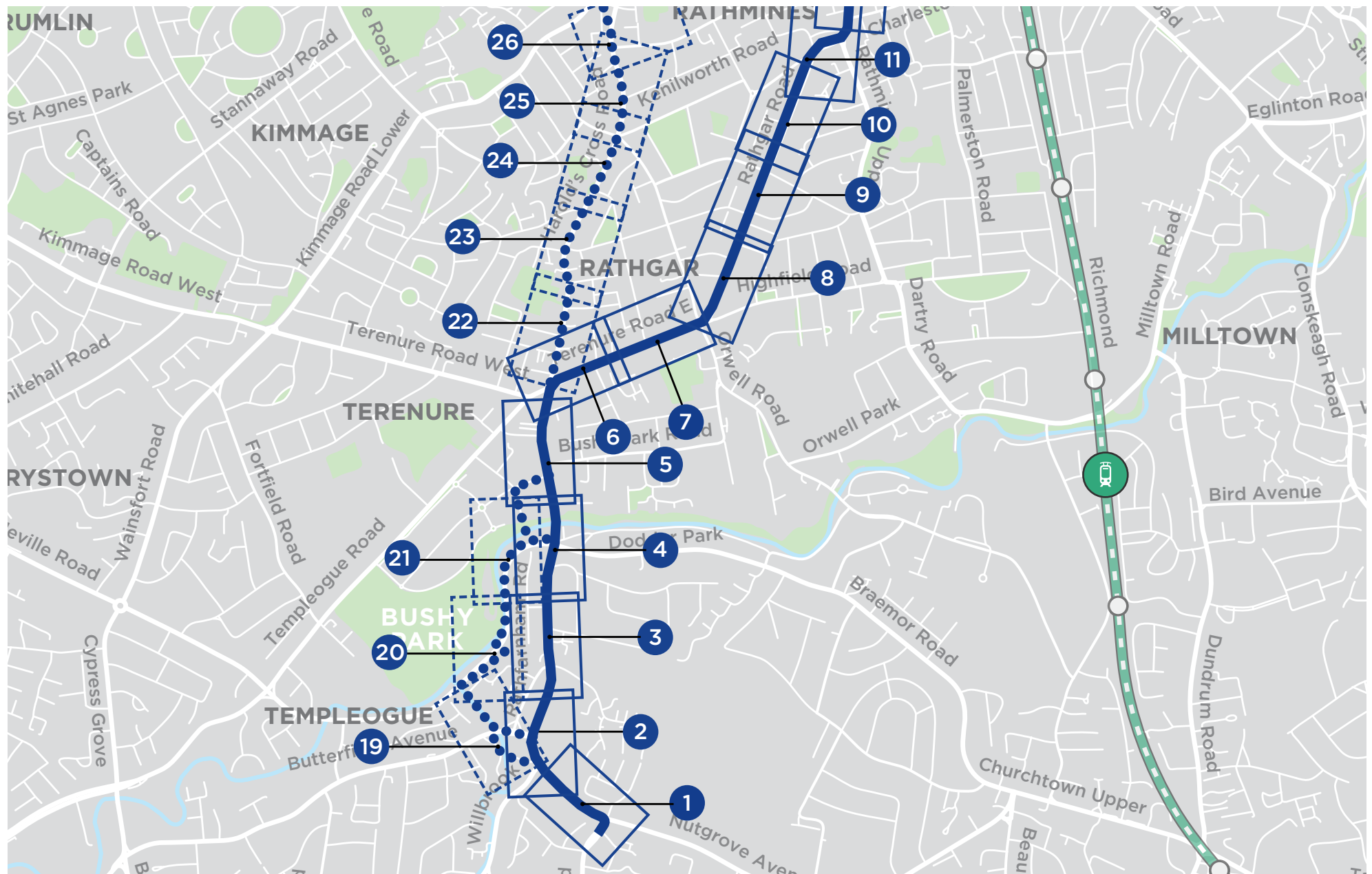
3.3 What happens next?

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

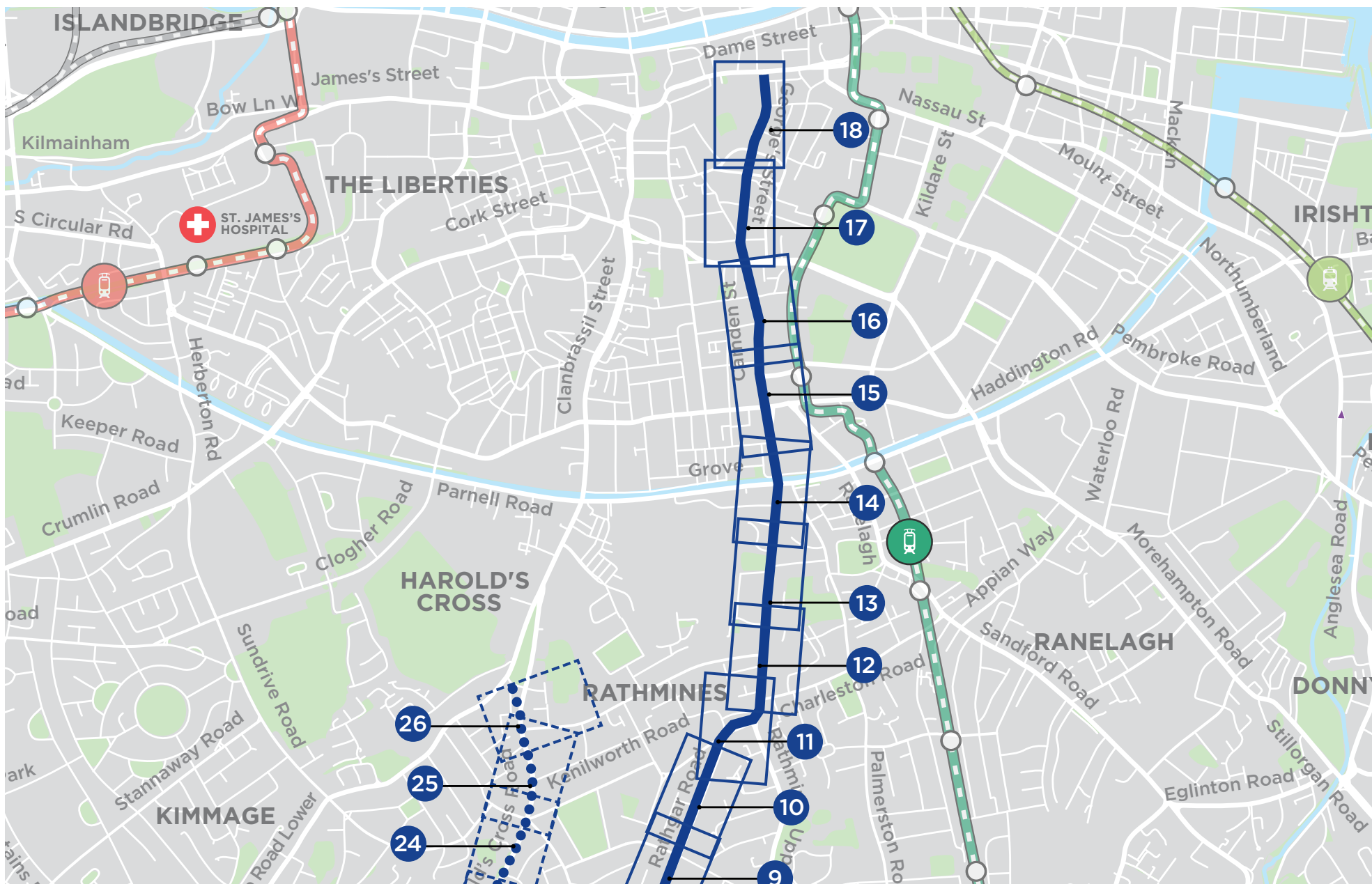


4. Appendices

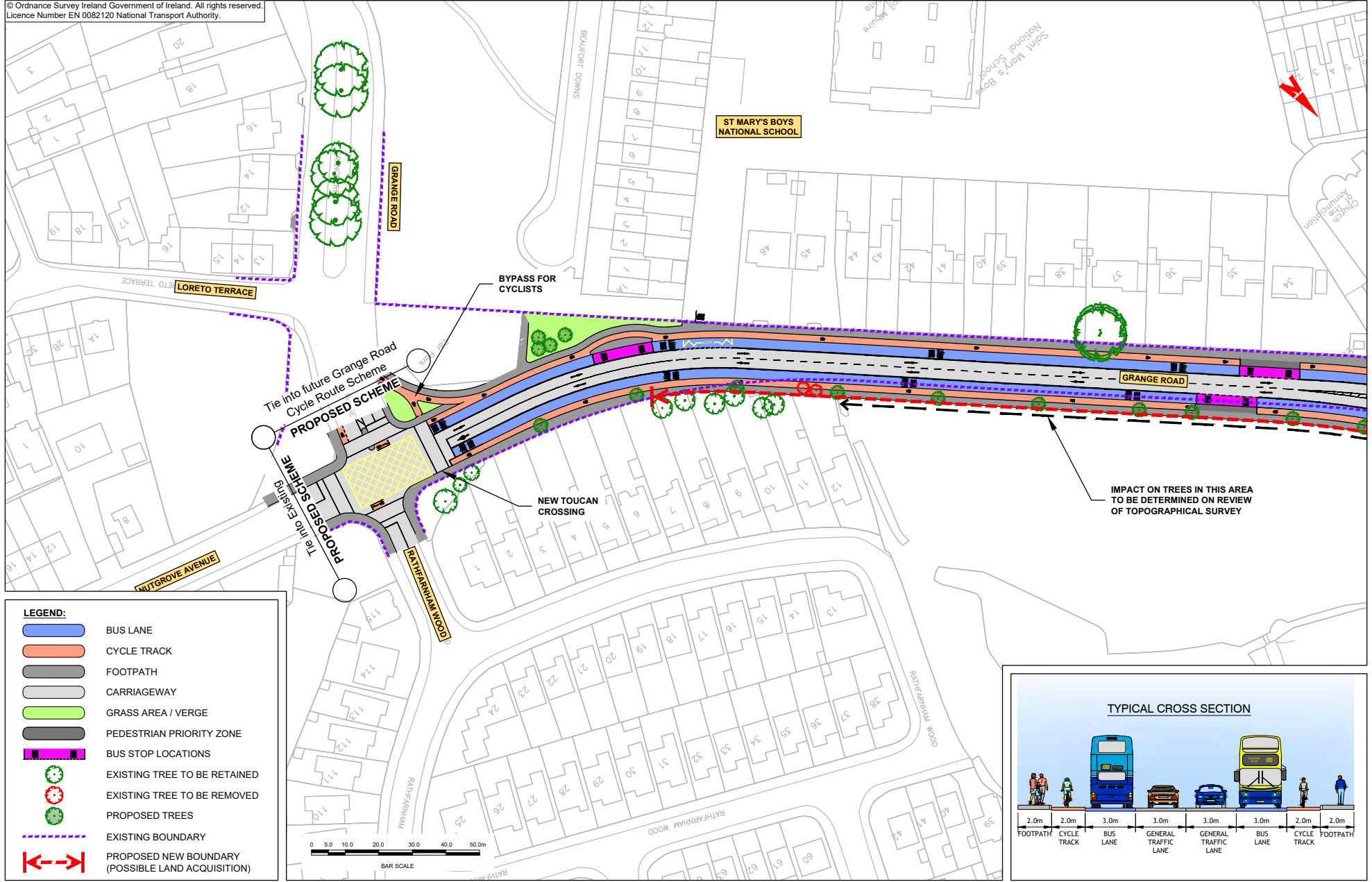
Index maps
Route maps















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

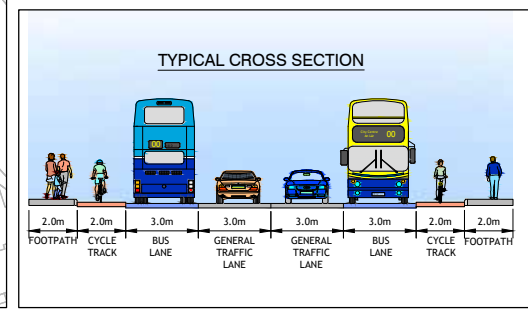


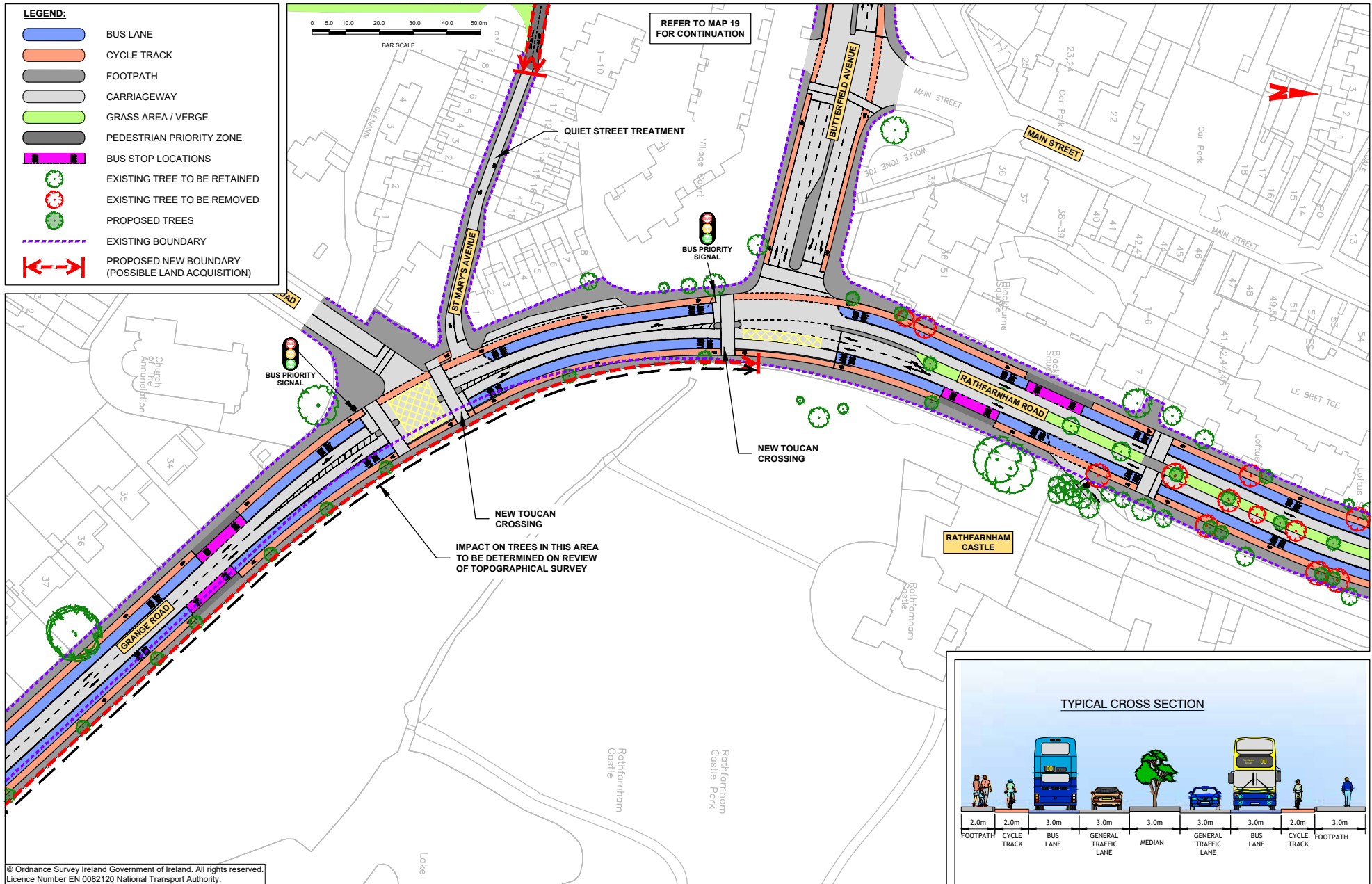
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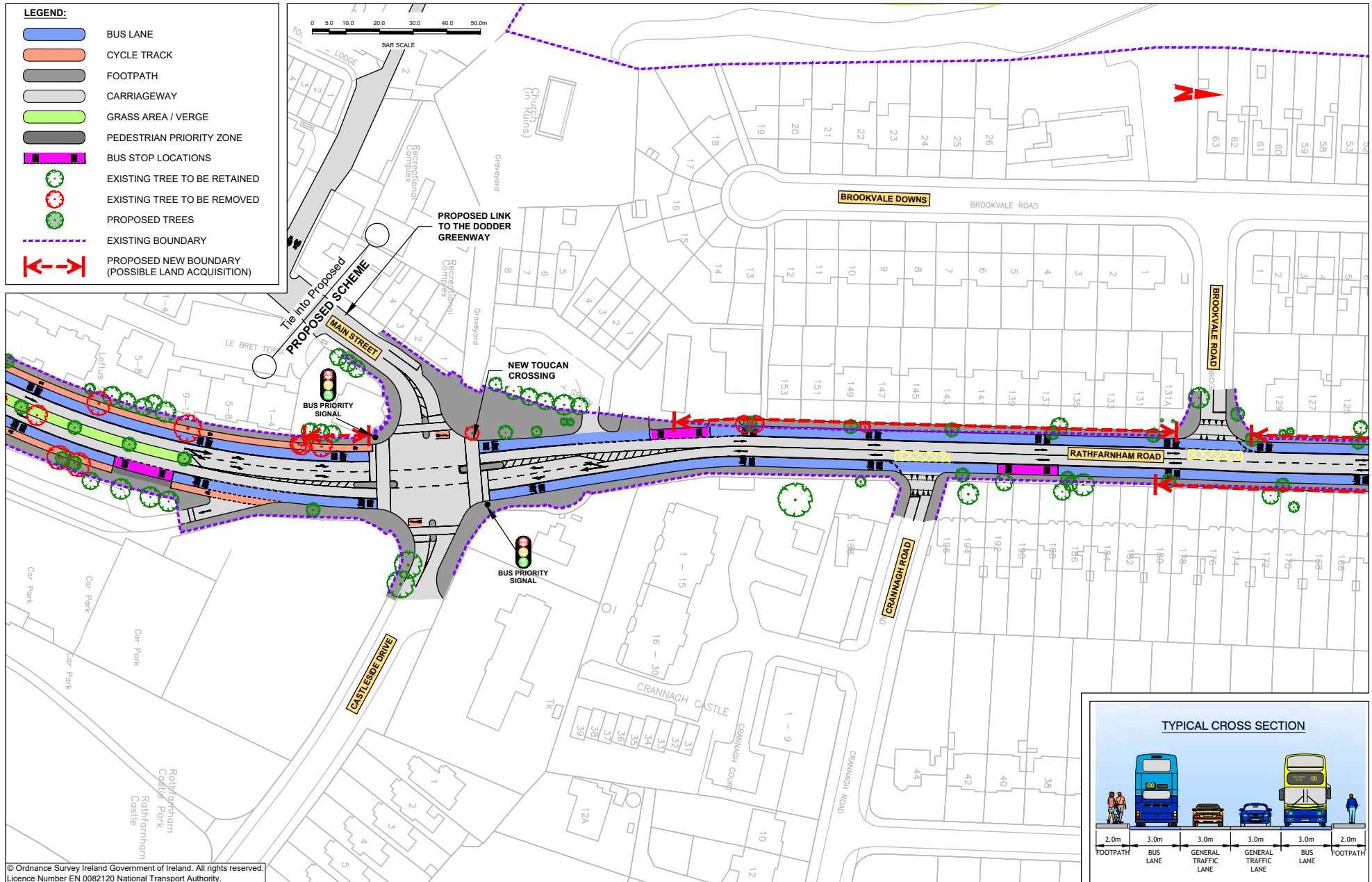


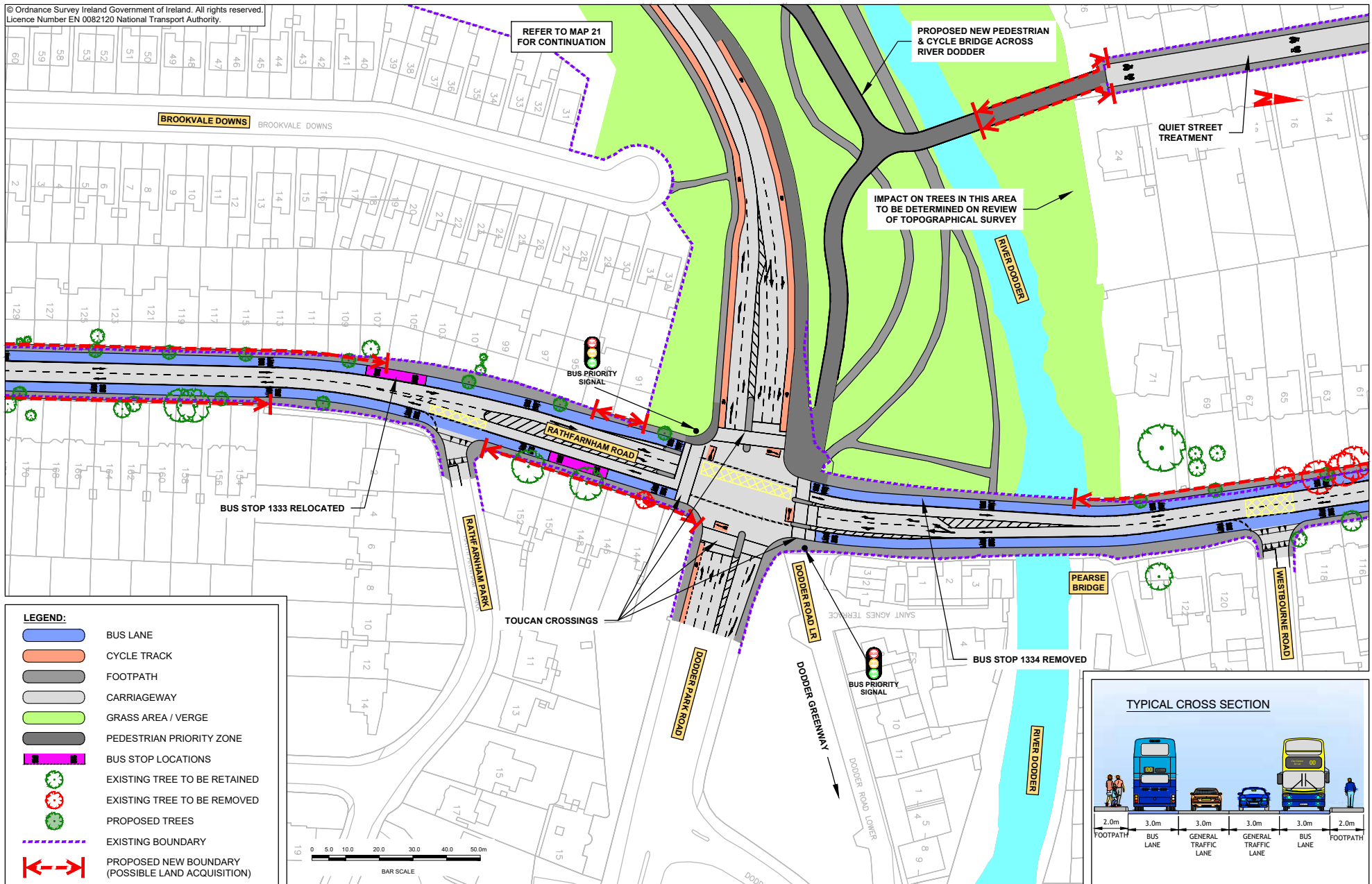
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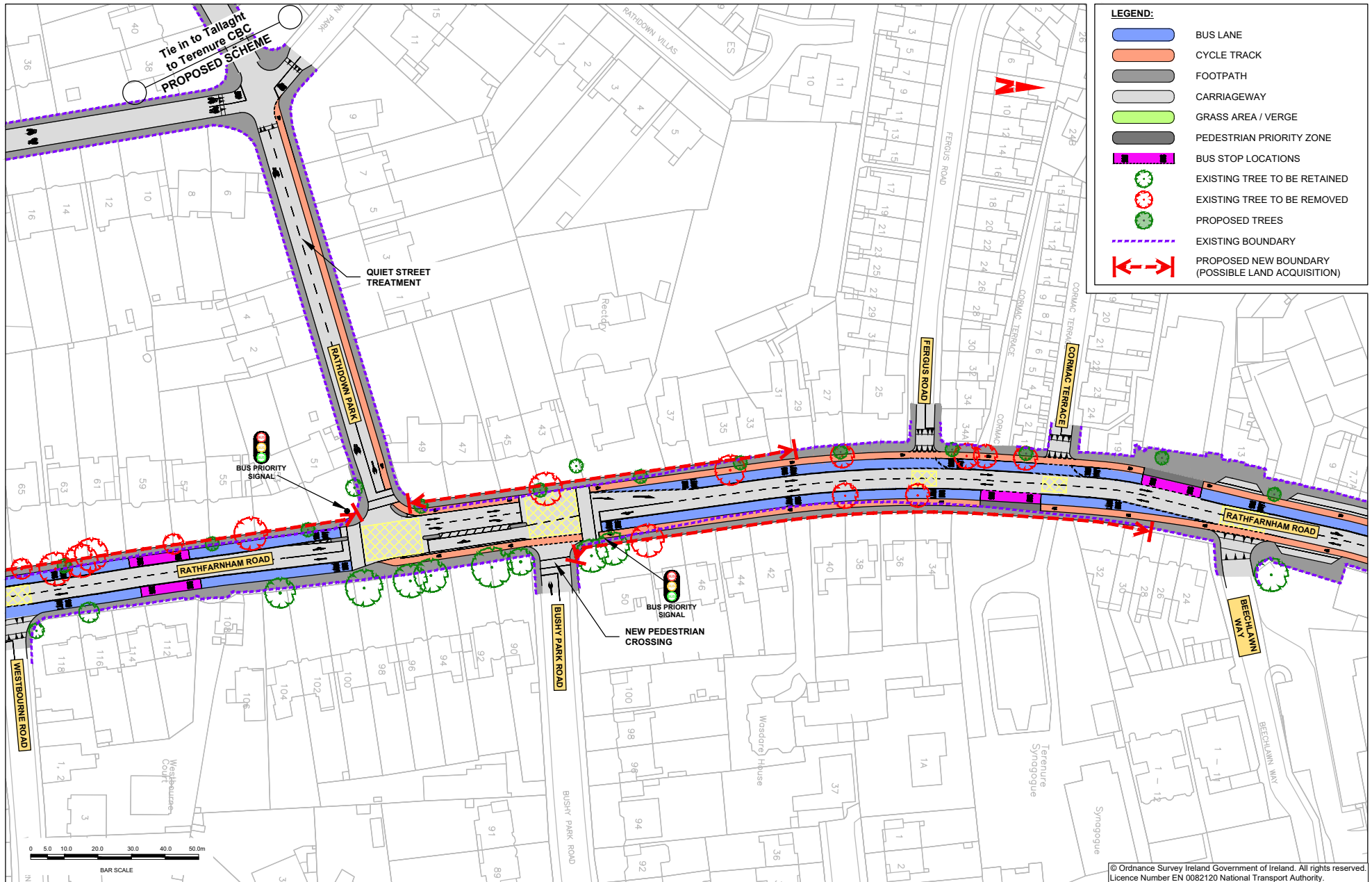
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-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  PEDESTRIAN PRIORITY ZONE
-  BUS STOP LOCATIONS
-  EXISTING TREE TO BE RETAINED
-  EXISTING TREE TO BE REMOVED
-  PROPOSED TREES
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

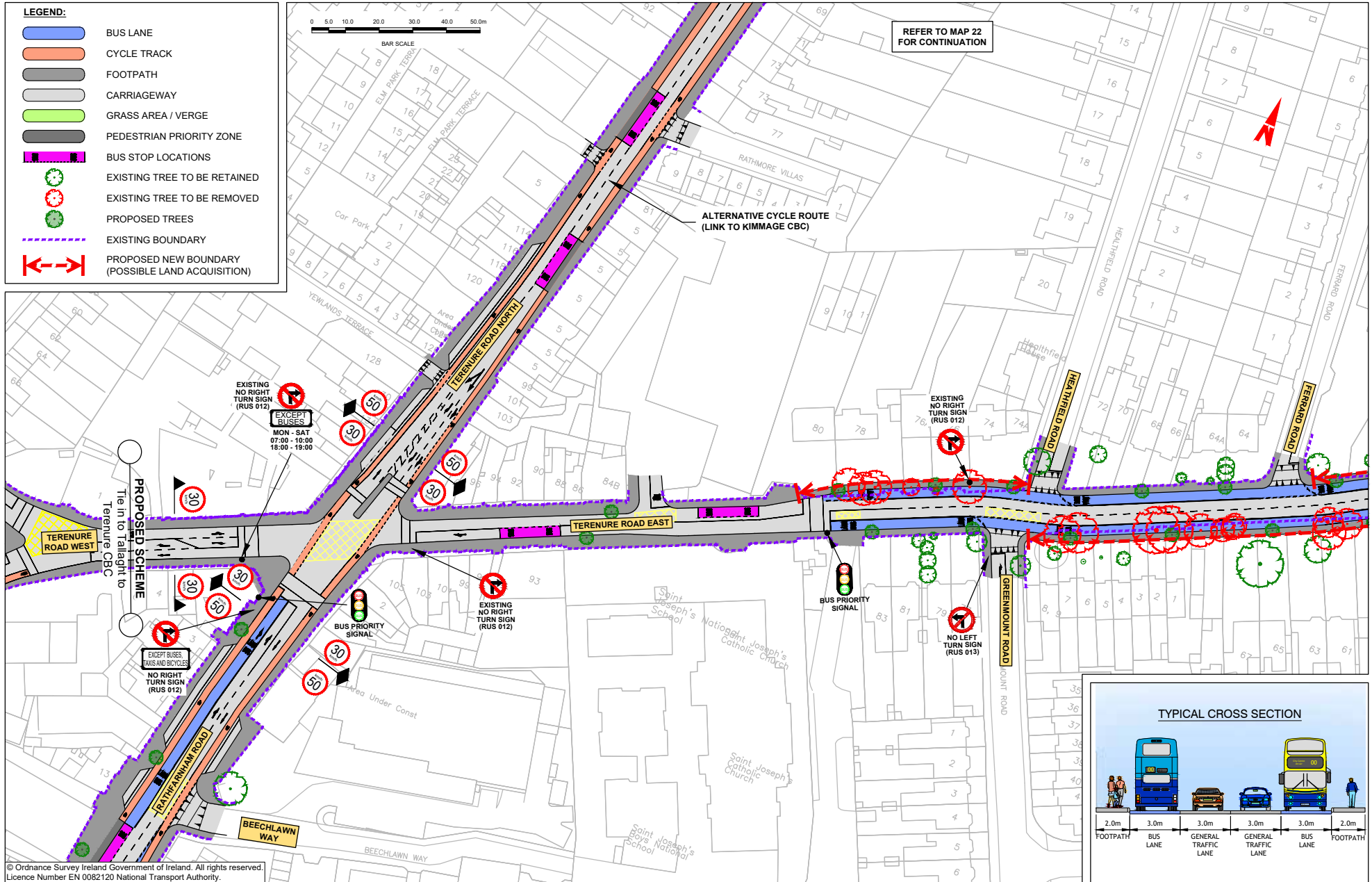
























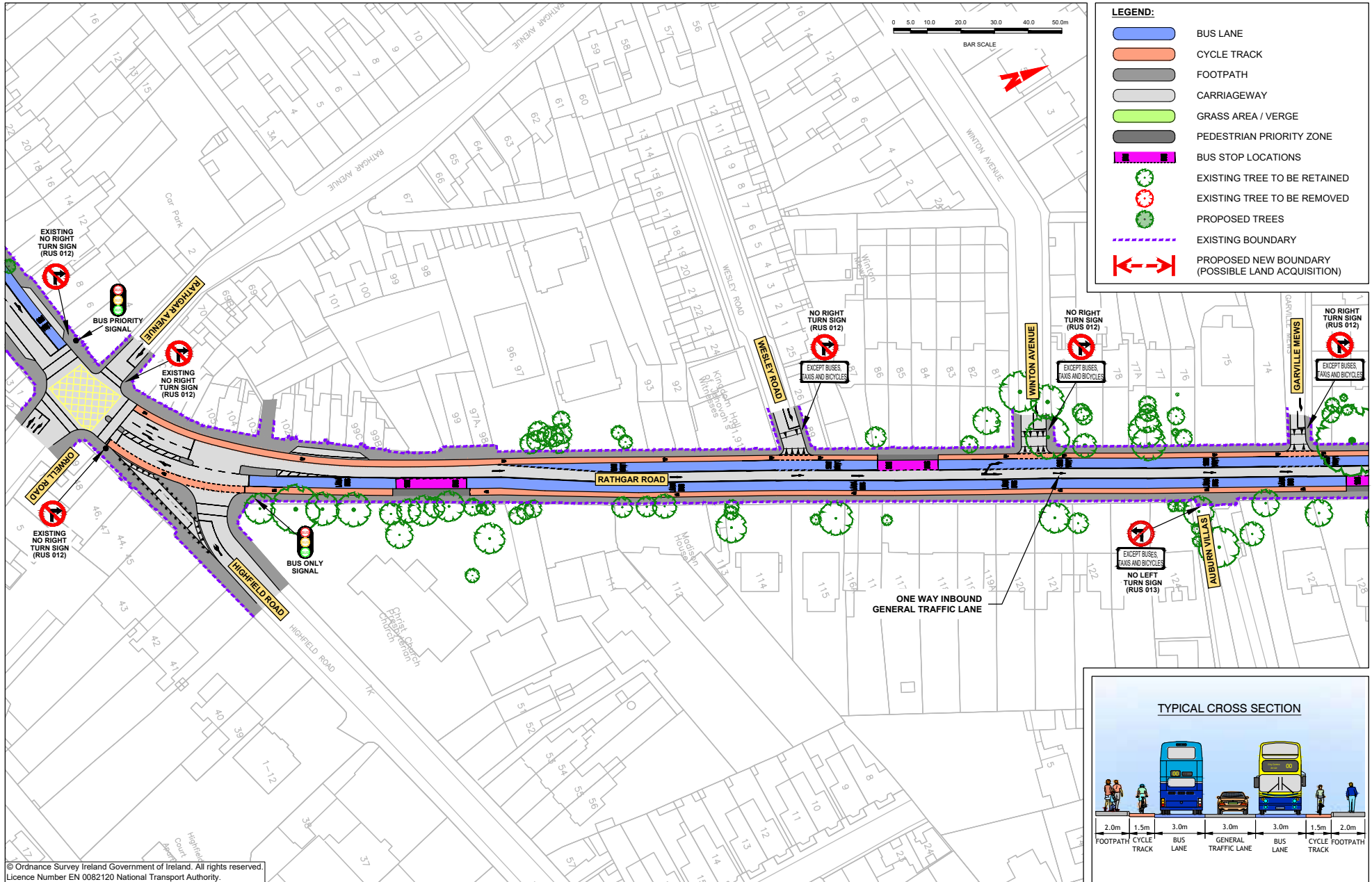


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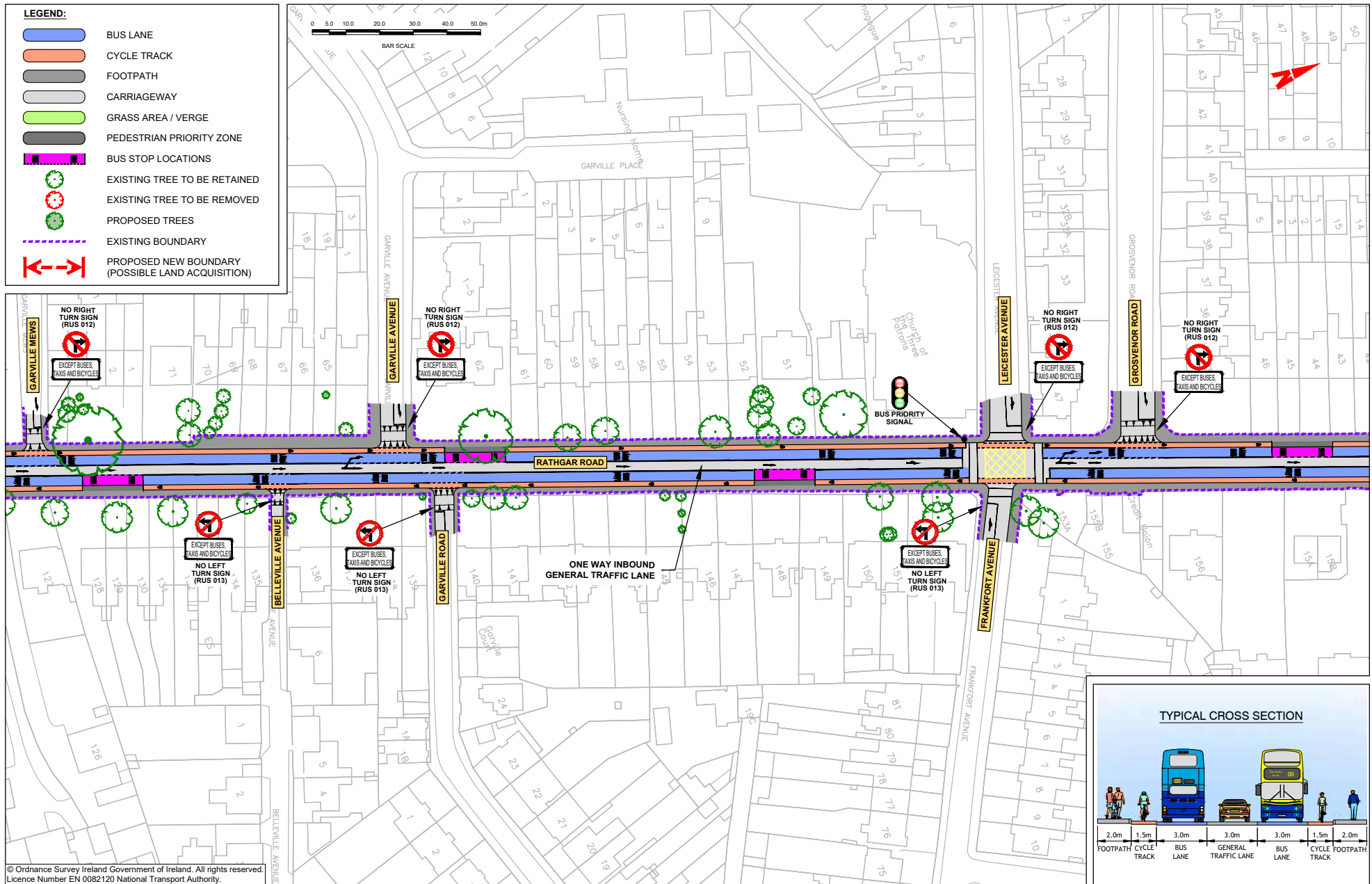
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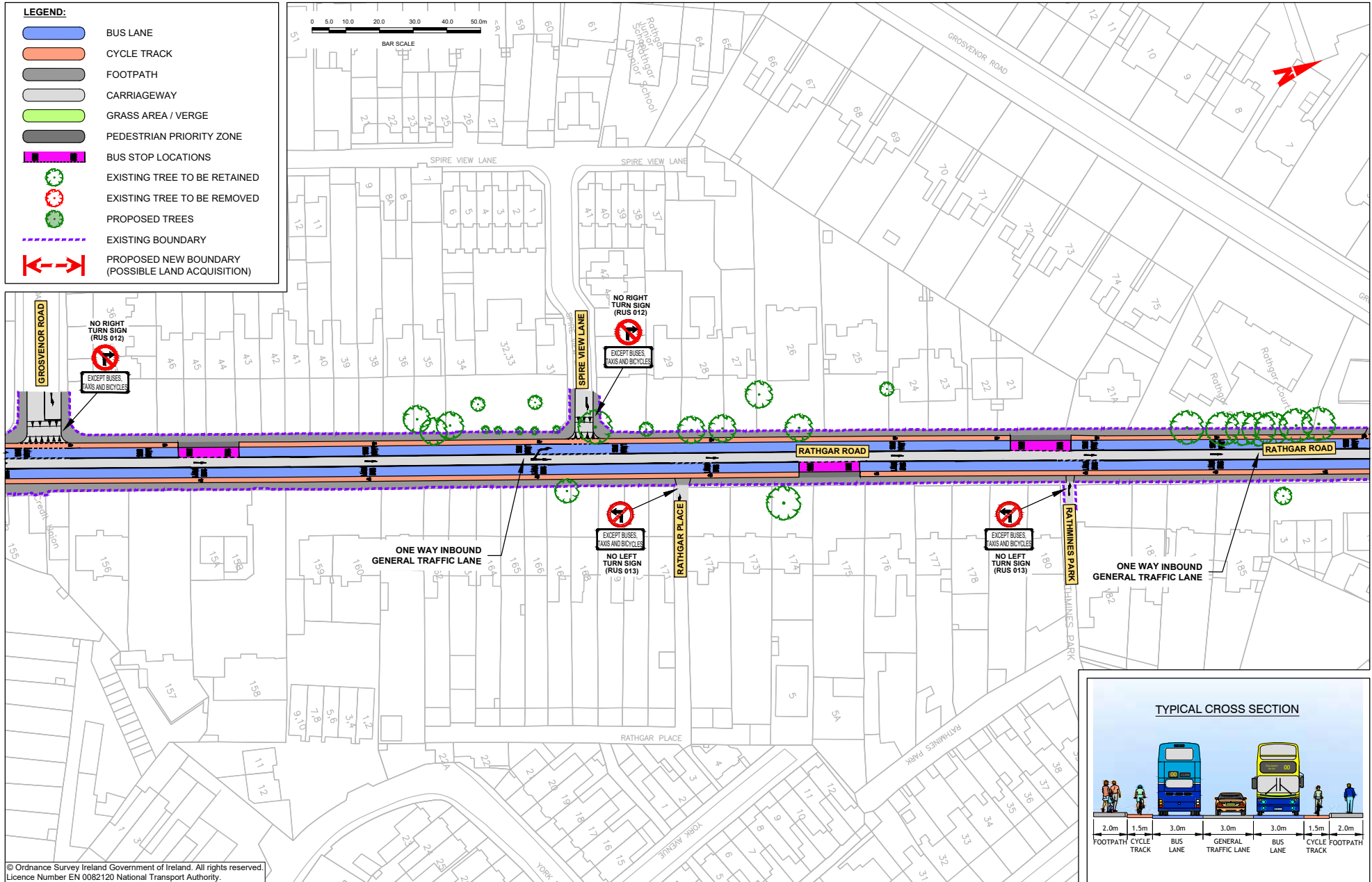




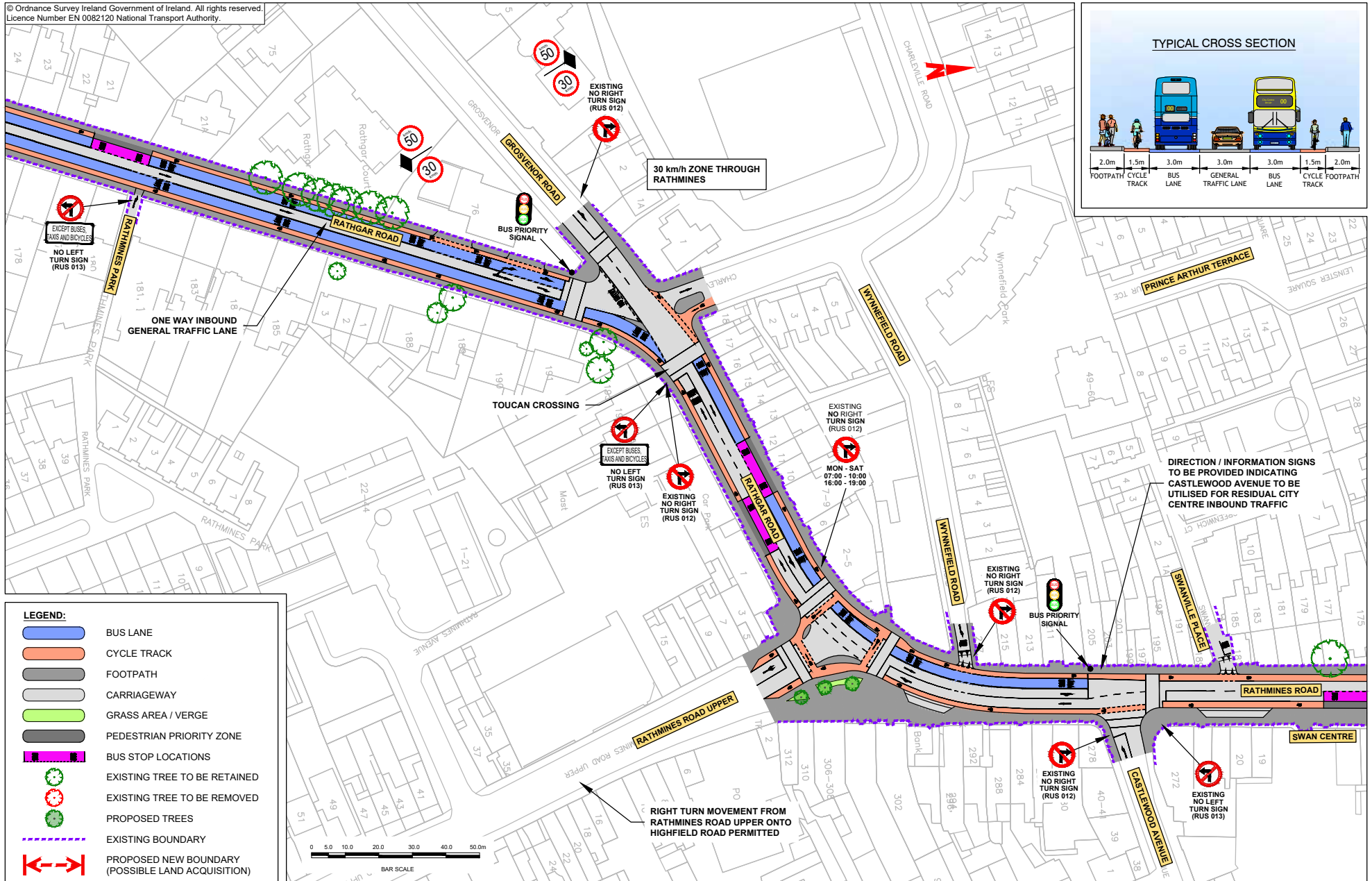




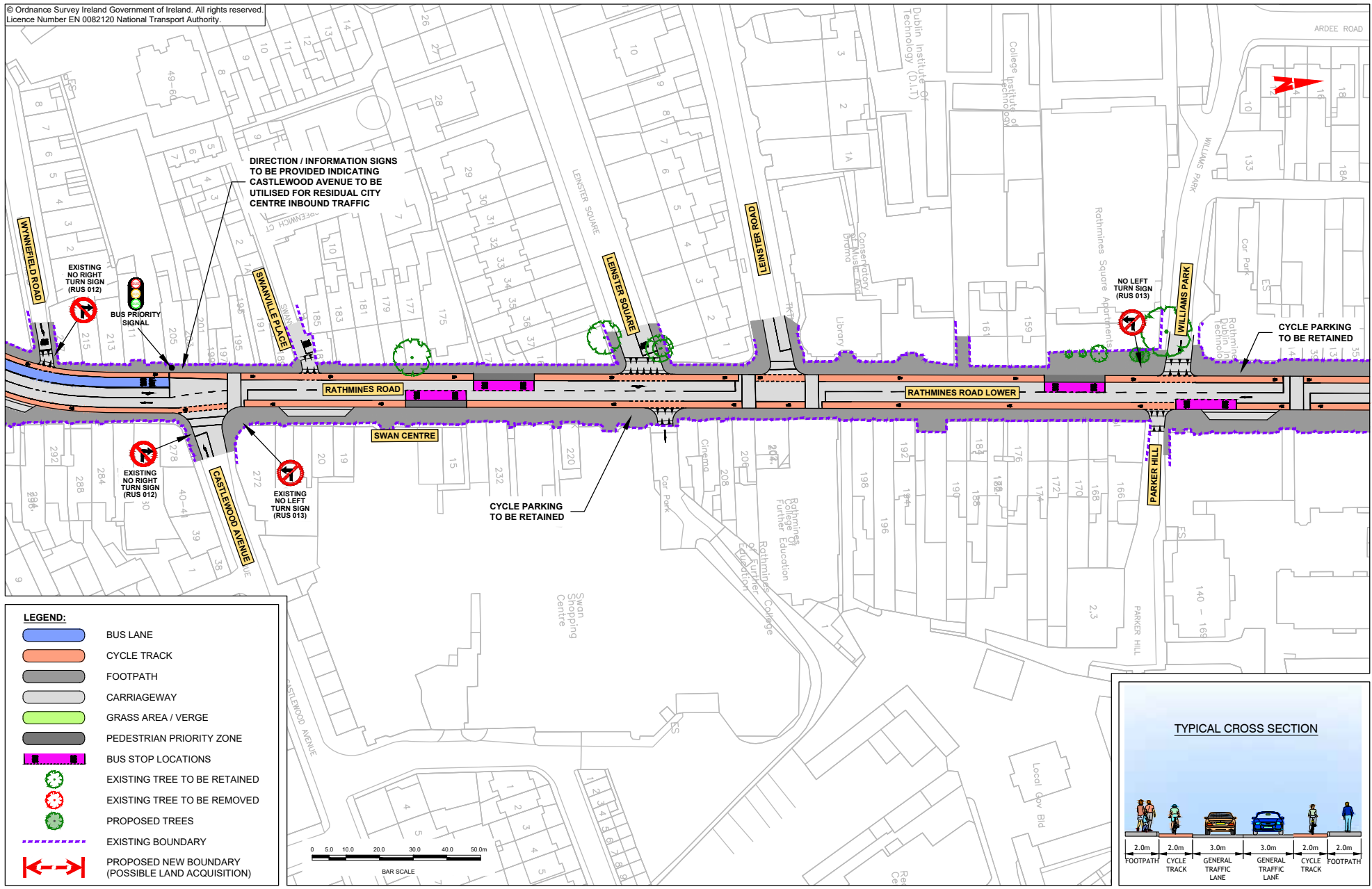


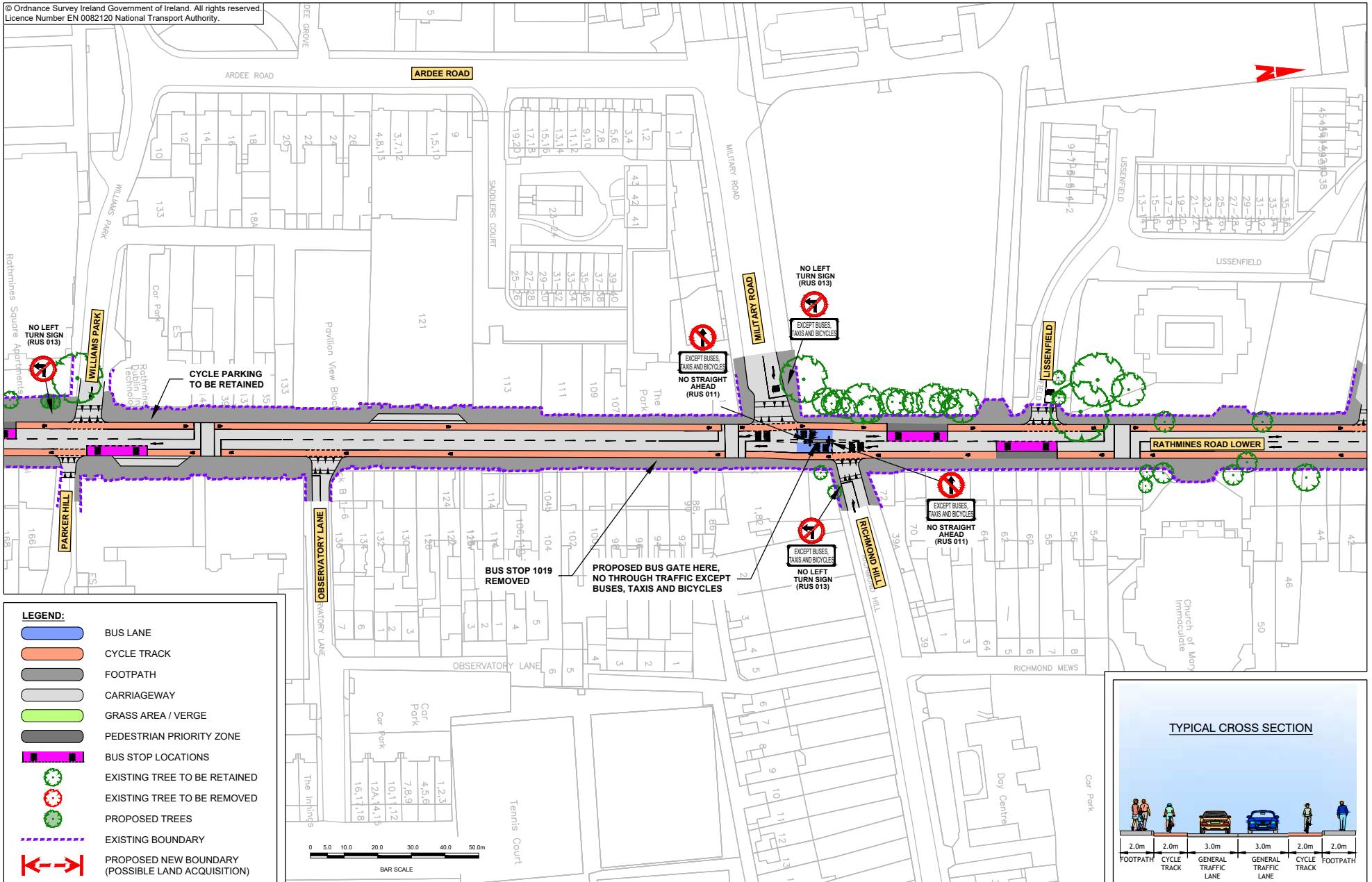




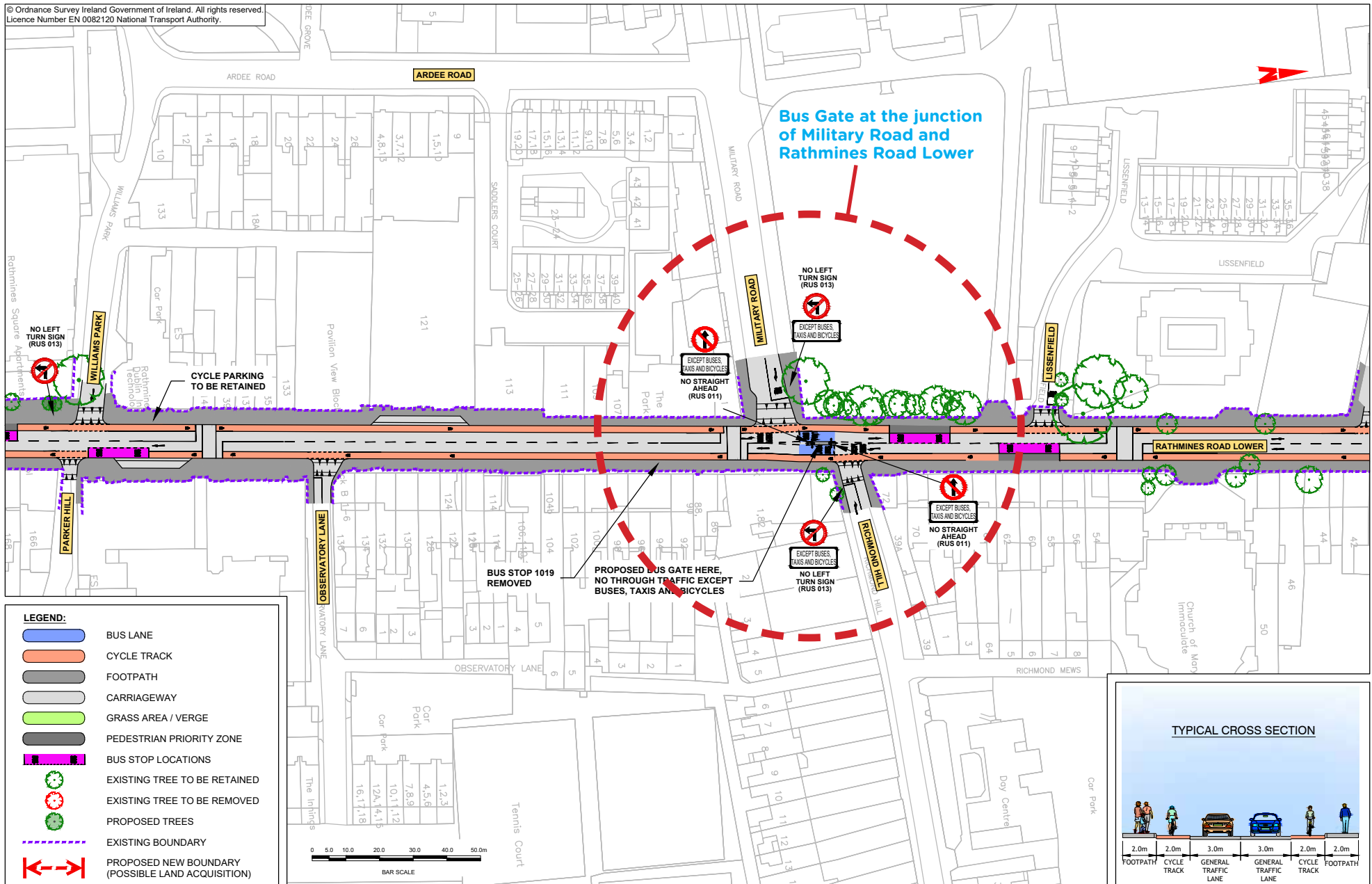


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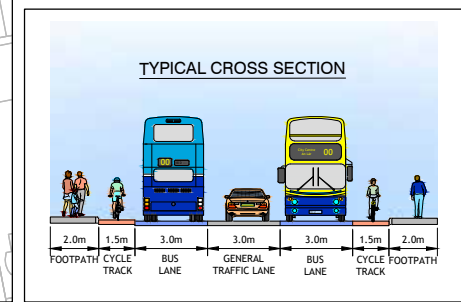
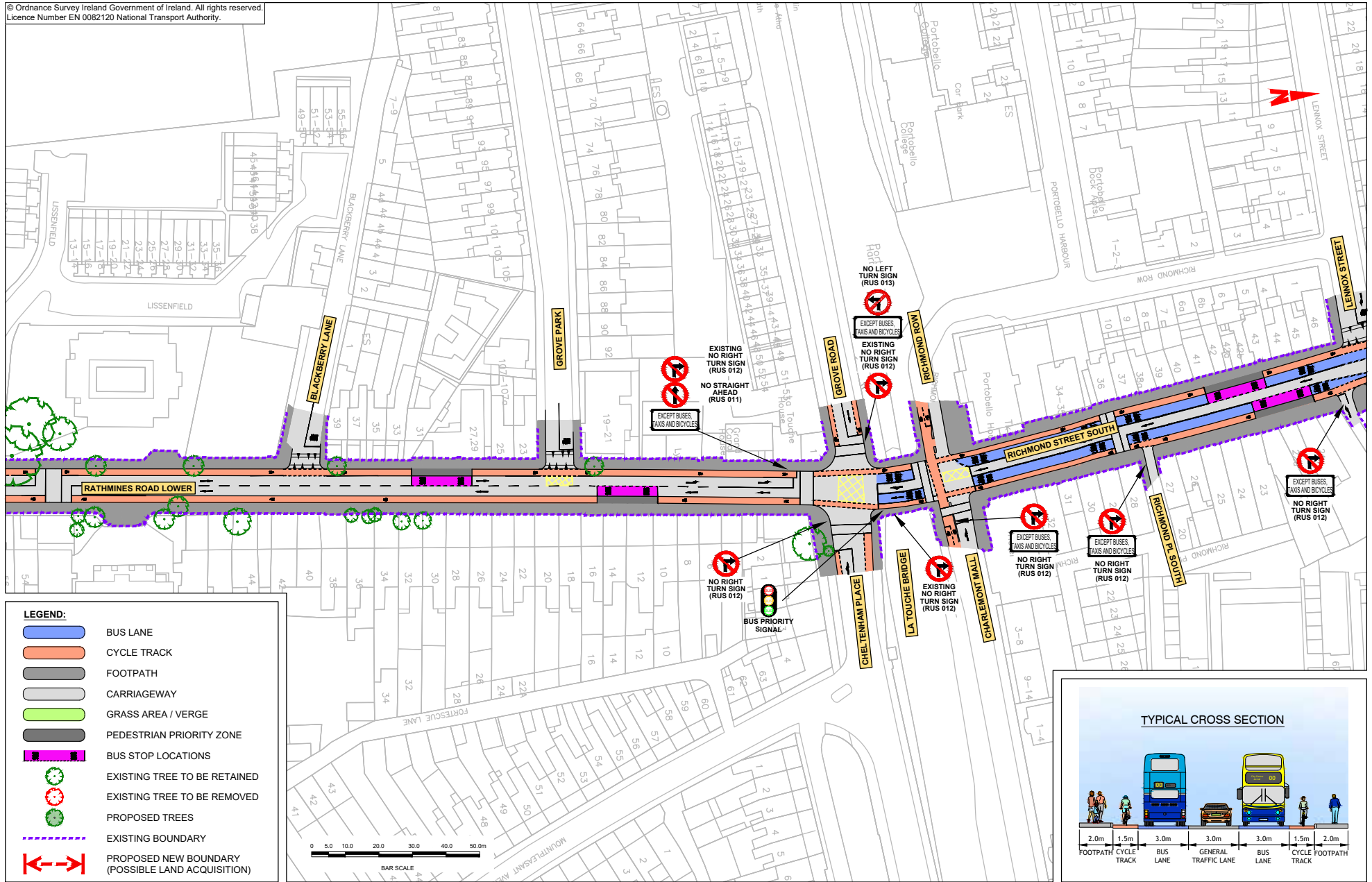




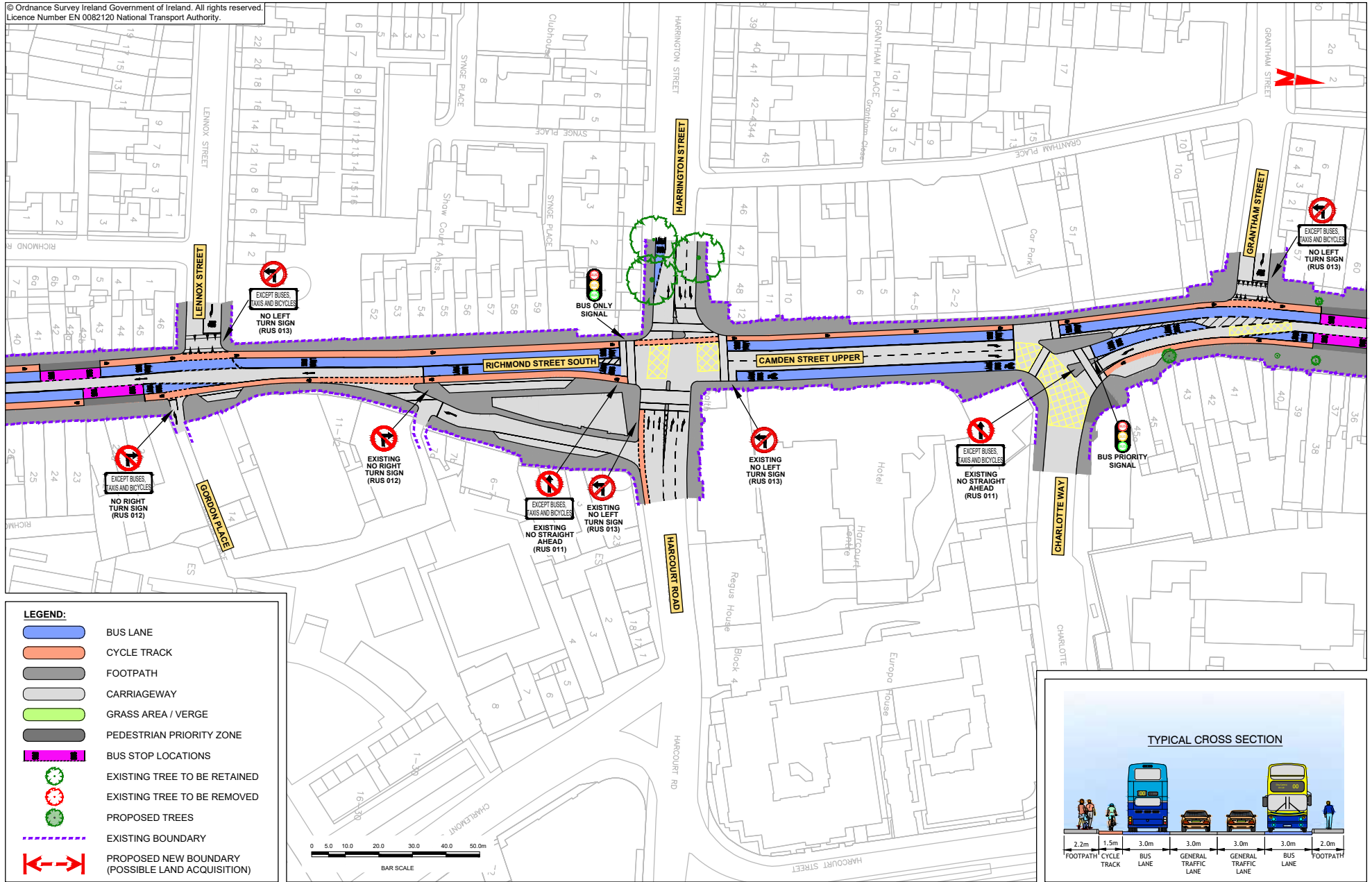




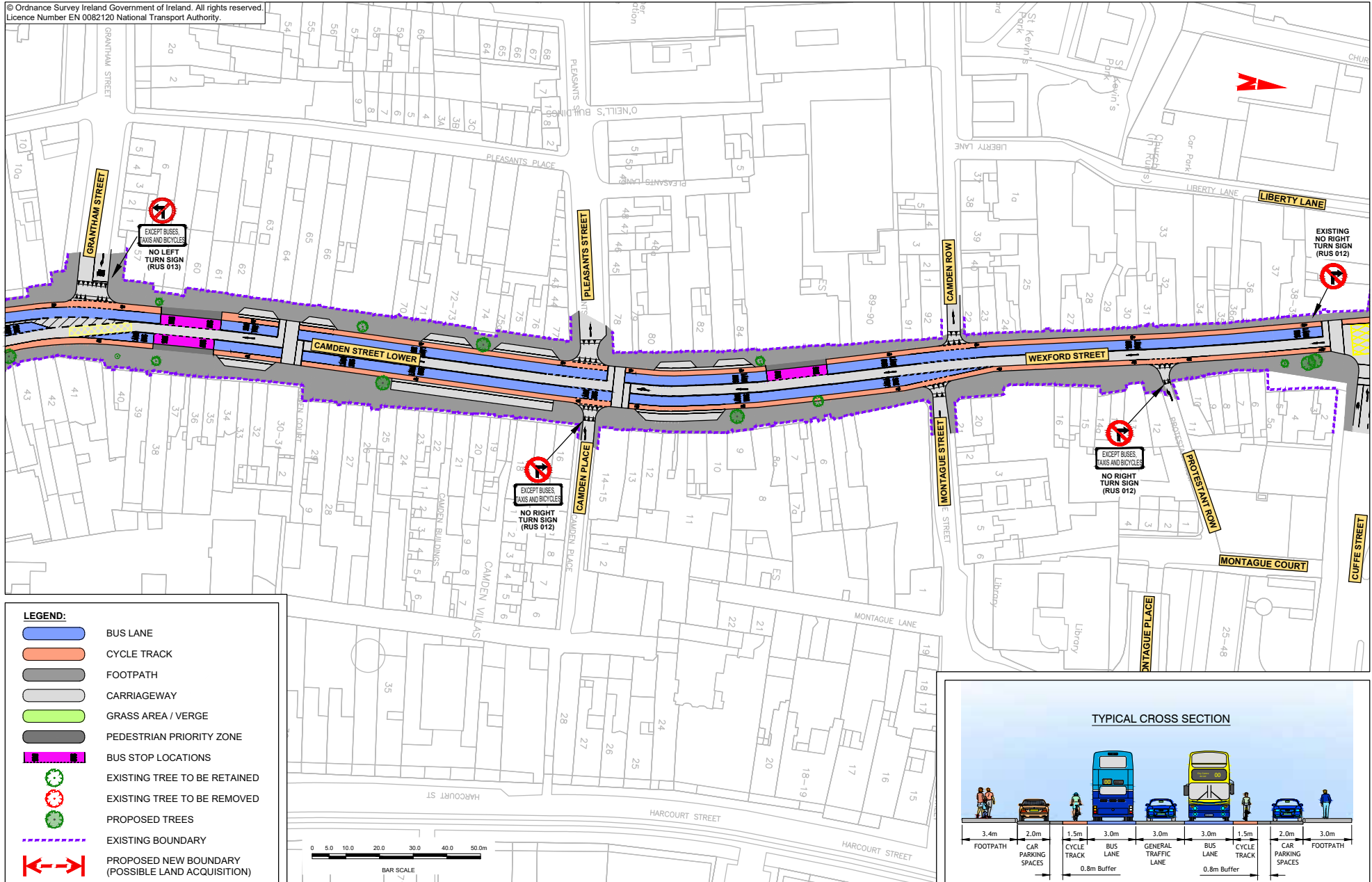
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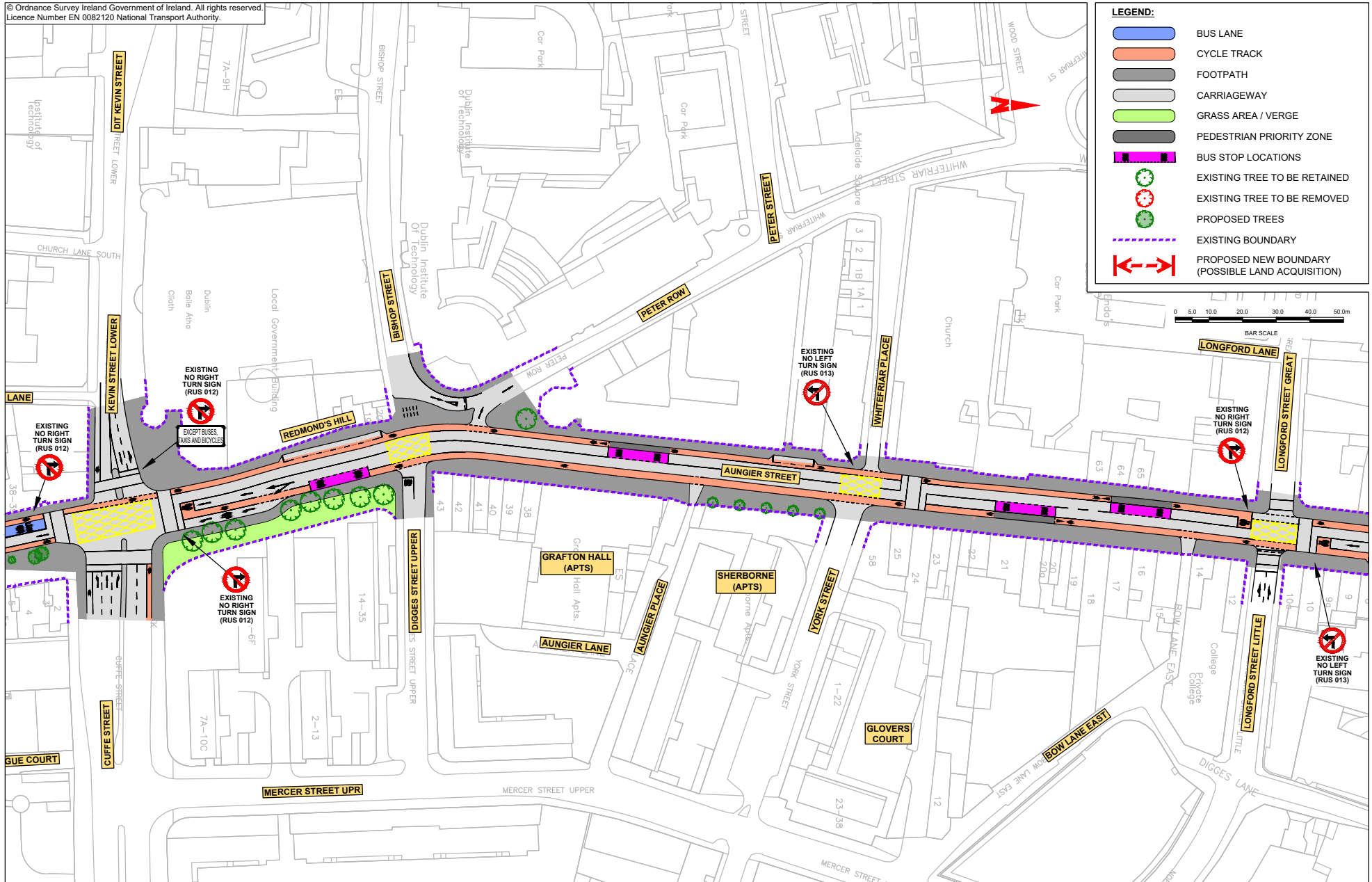
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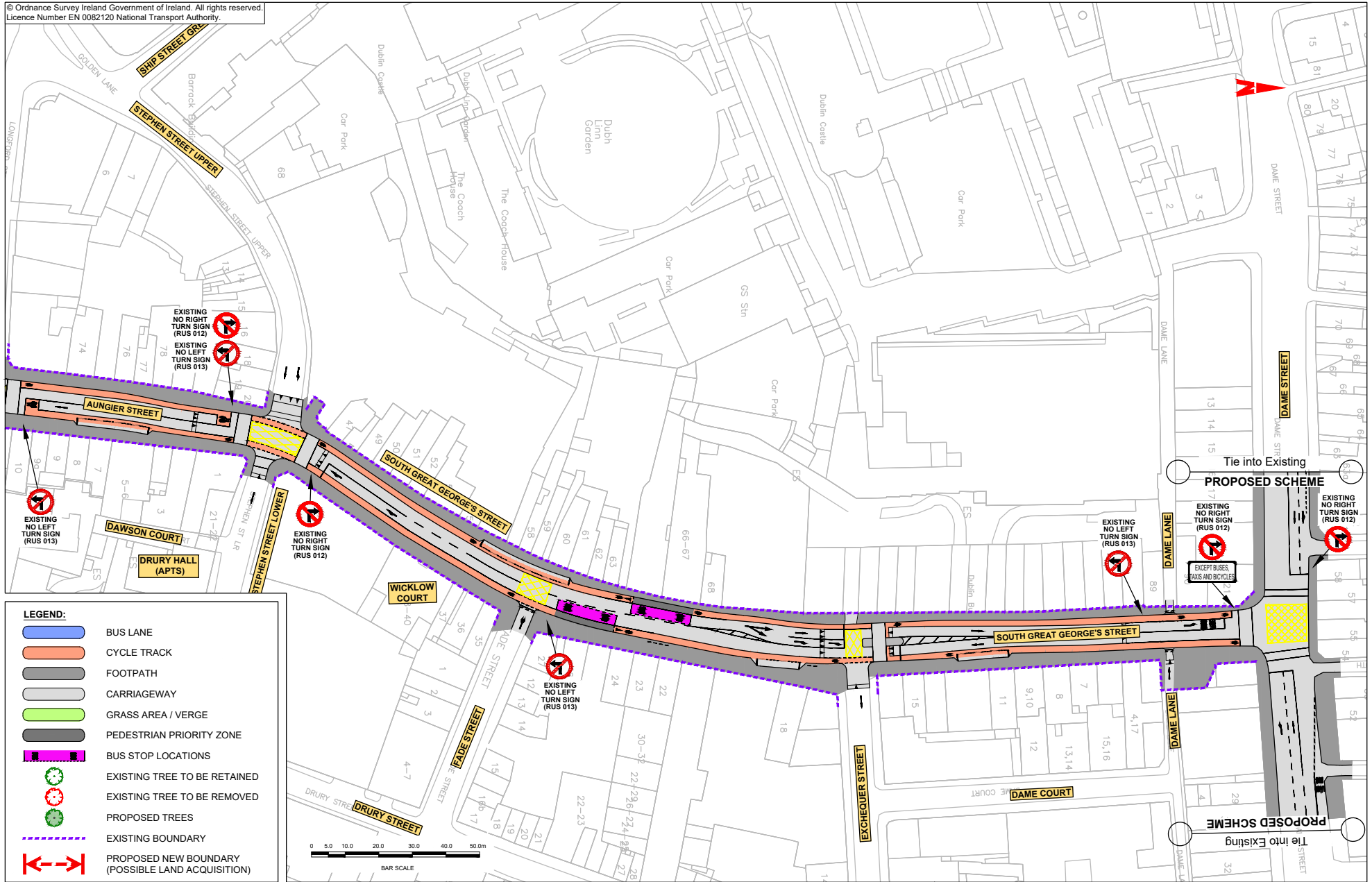
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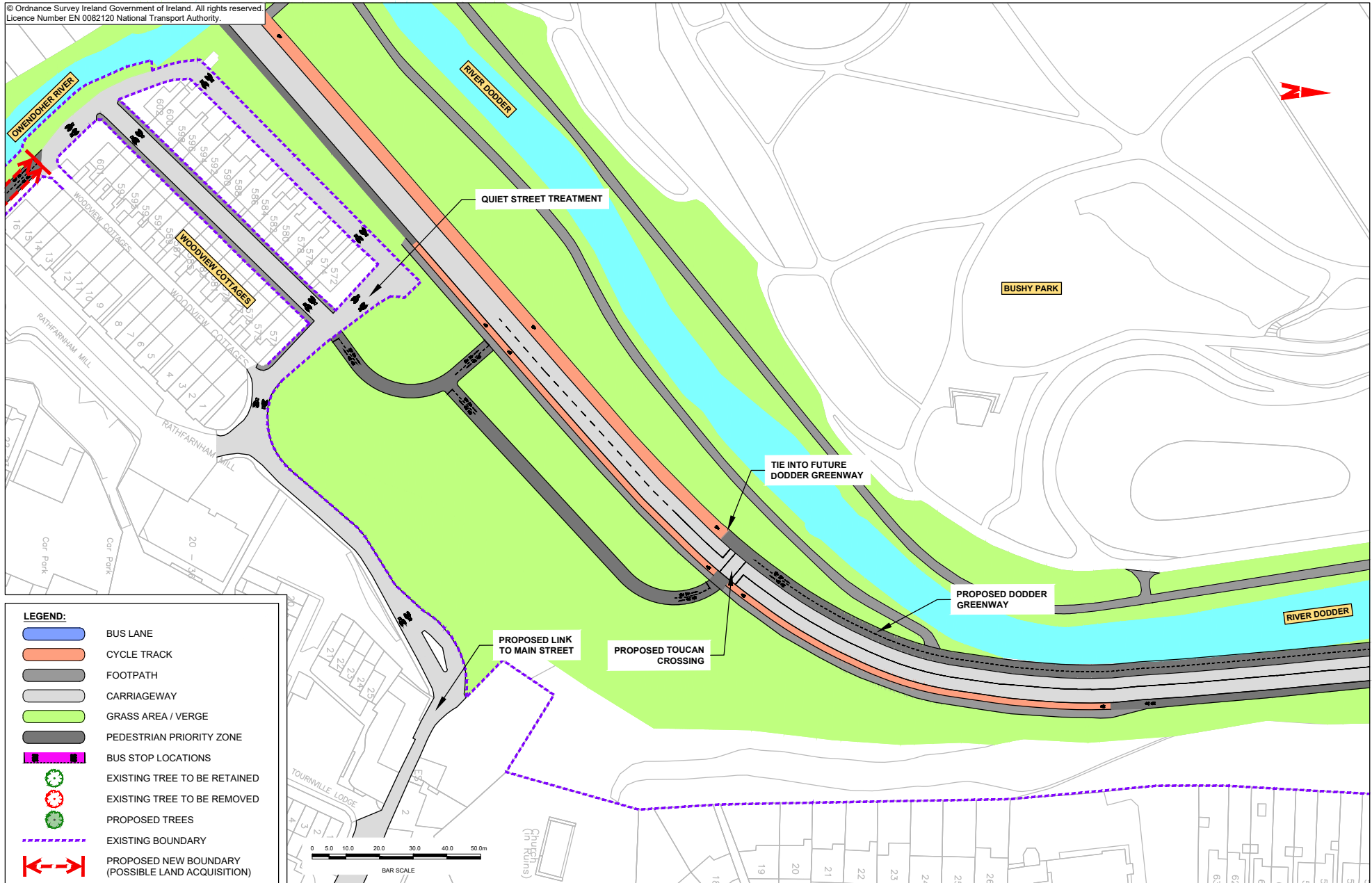


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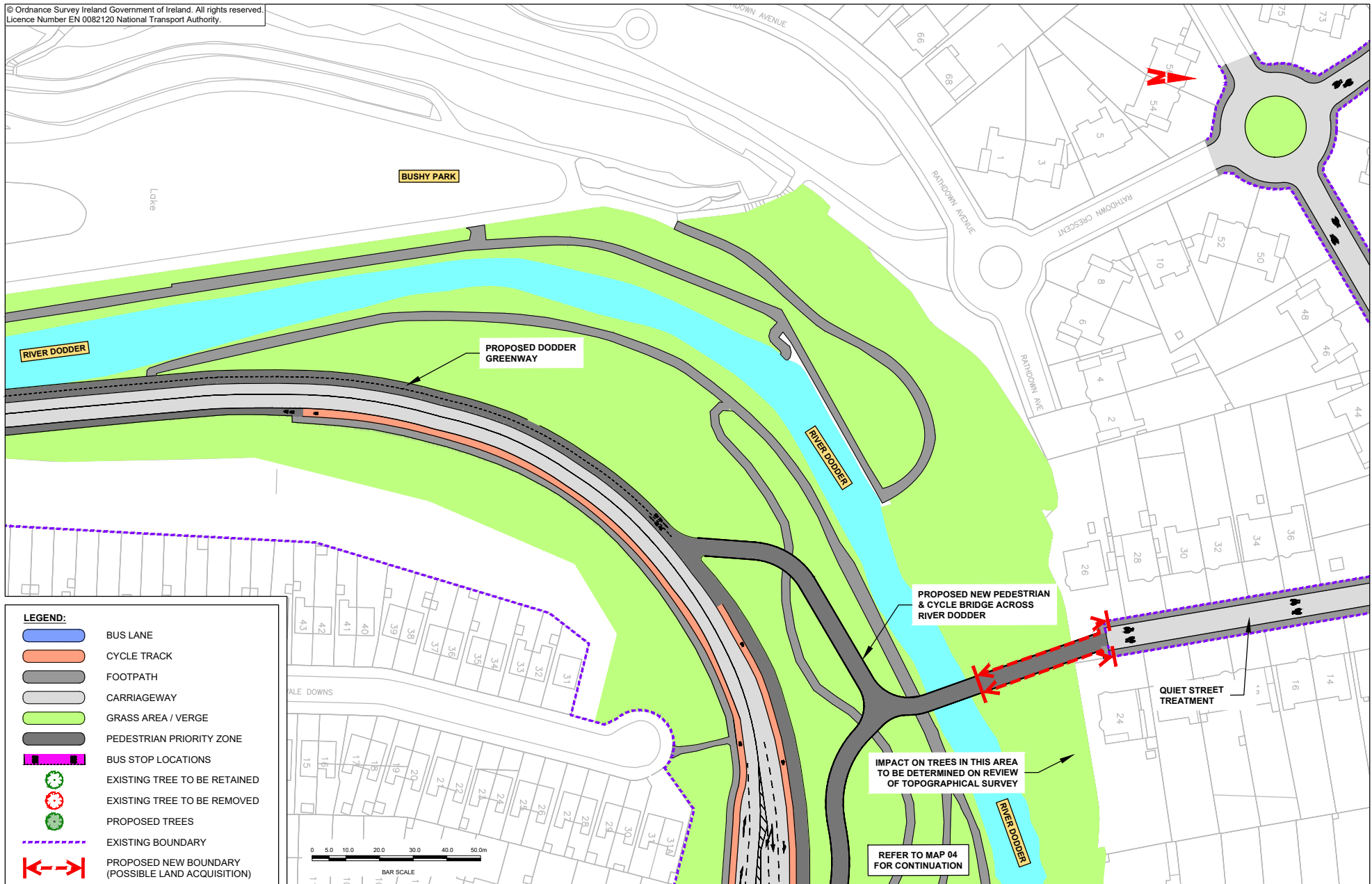
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  PEDESTRIAN PRIORITY ZONE
-  BUS STOP LOCATIONS
-  EXISTING TREE TO BE RETAINED
-  EXISTING TREE TO BE REMOVED
-  PROPOSED TREES
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)













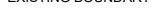

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PROPOSED NEW PEDESTRIAN & CYCLE BRIDGE ACROSS RIVER DODDER

IMPACT ON TREES IN THIS AREA TO BE DETERMINED ON REVIEW OF TOPOGRAPHICAL SURVEY

REFER TO MAP 04 FOR CONTINUATION

QUIET STREET TREATMENT

BUSHY PARK

RIVER DODDER

PROPOSED DODDER GREENWAY

RIVER DODDER

RIVER DODDER

Lake

PALE DOWNS

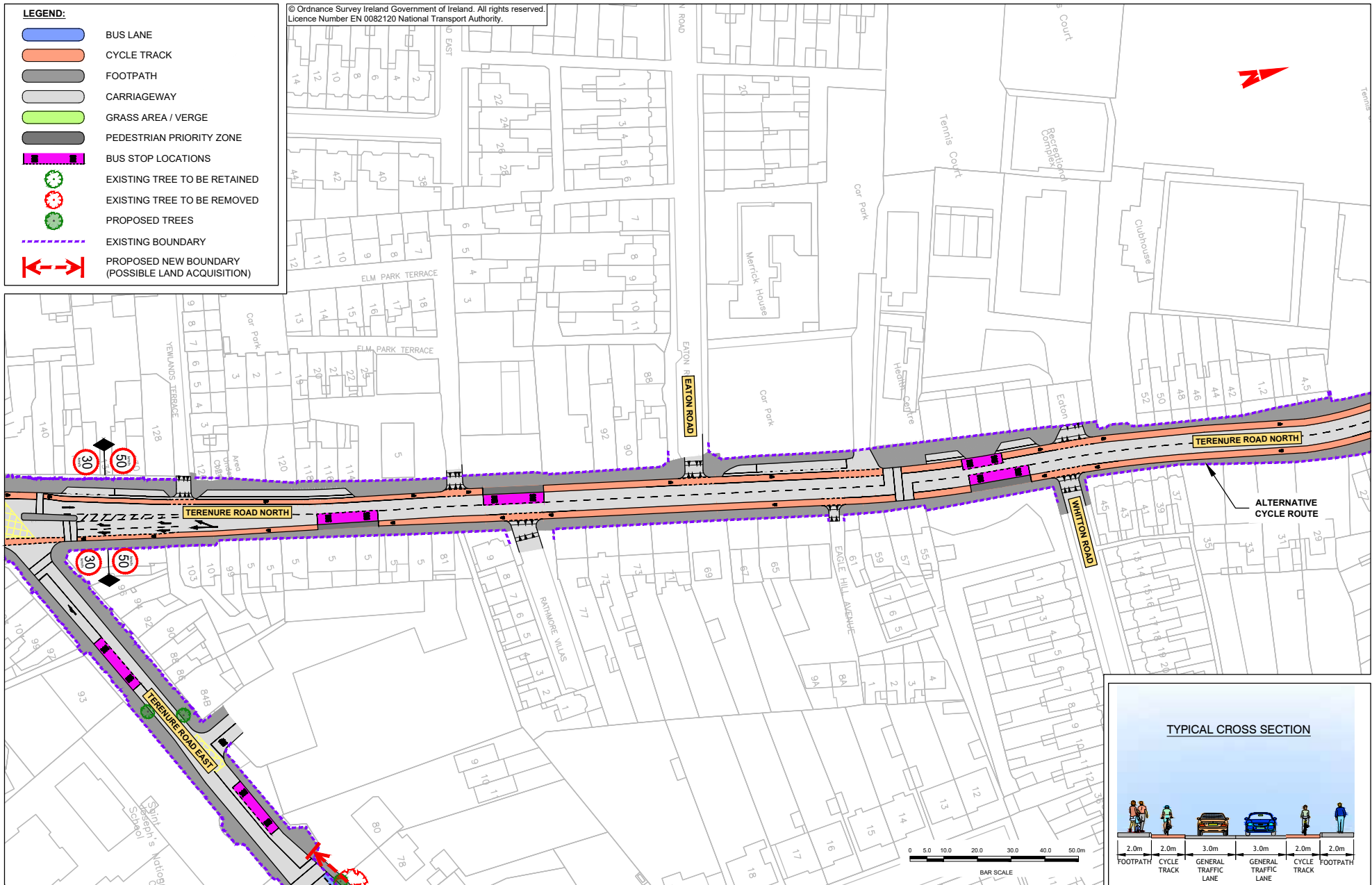
DOWN AVENUE

RATHDOWN AVENUE

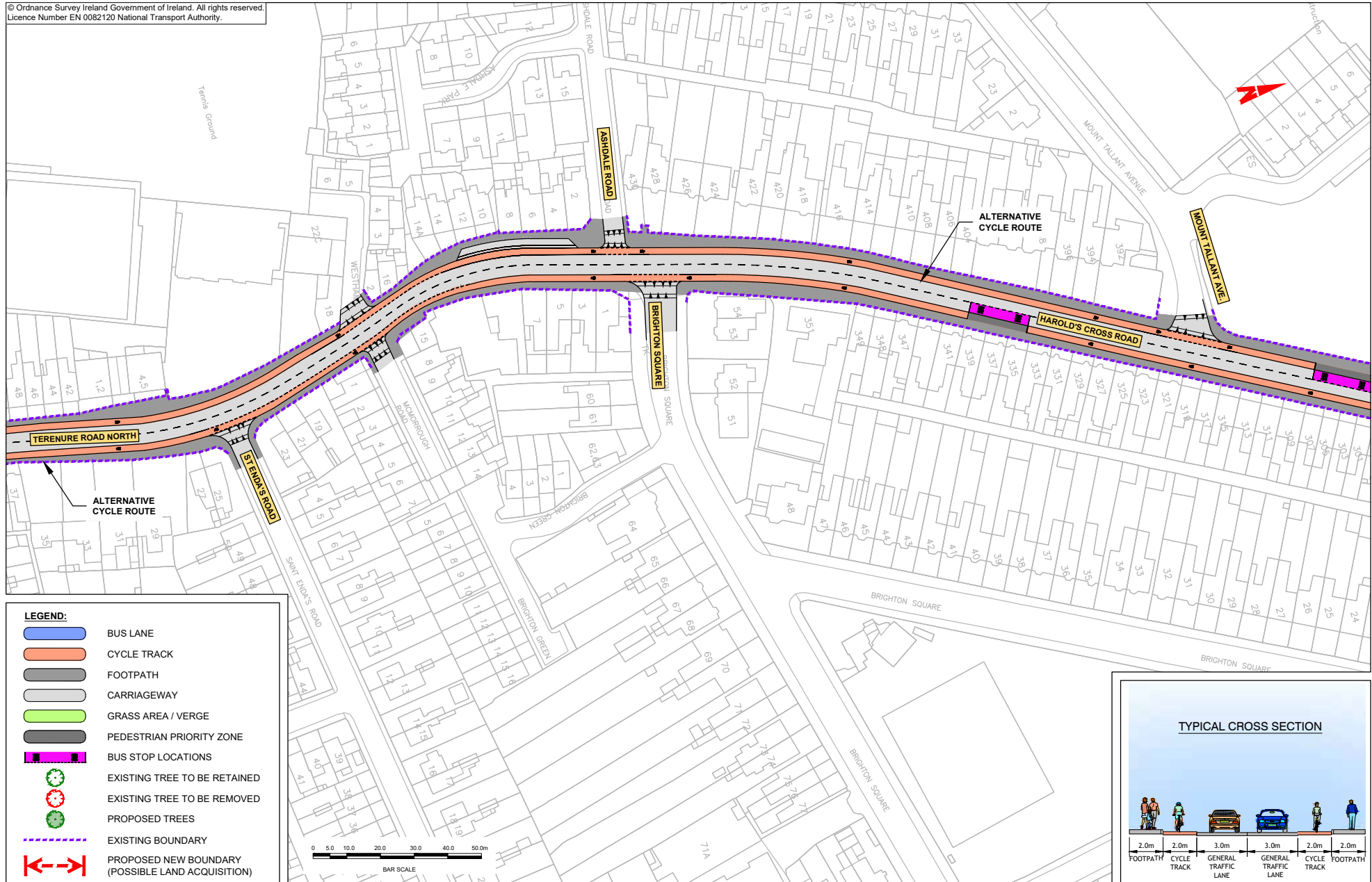
RATHDOWN CRESCENT

RATHDOWN AVE

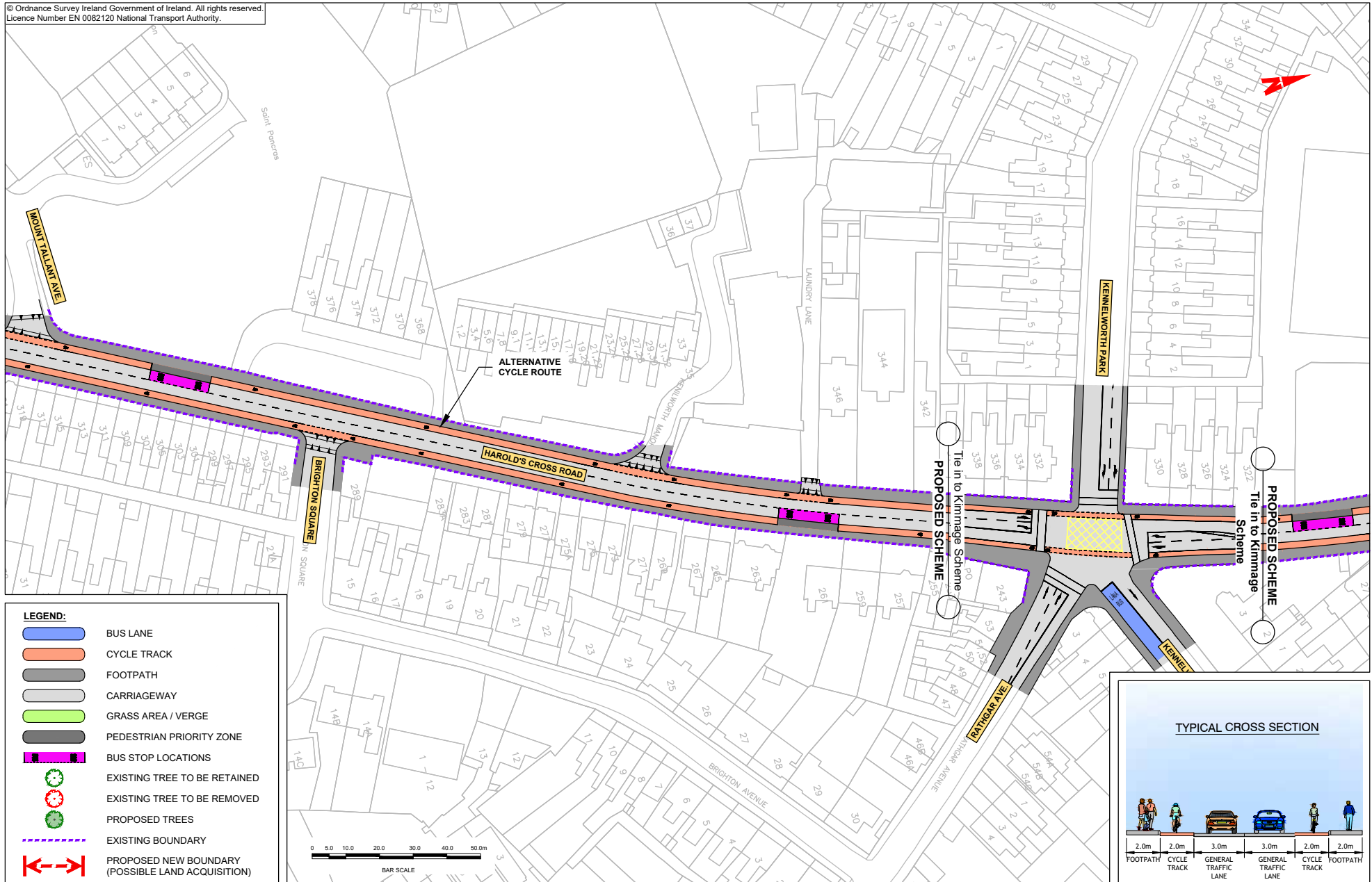




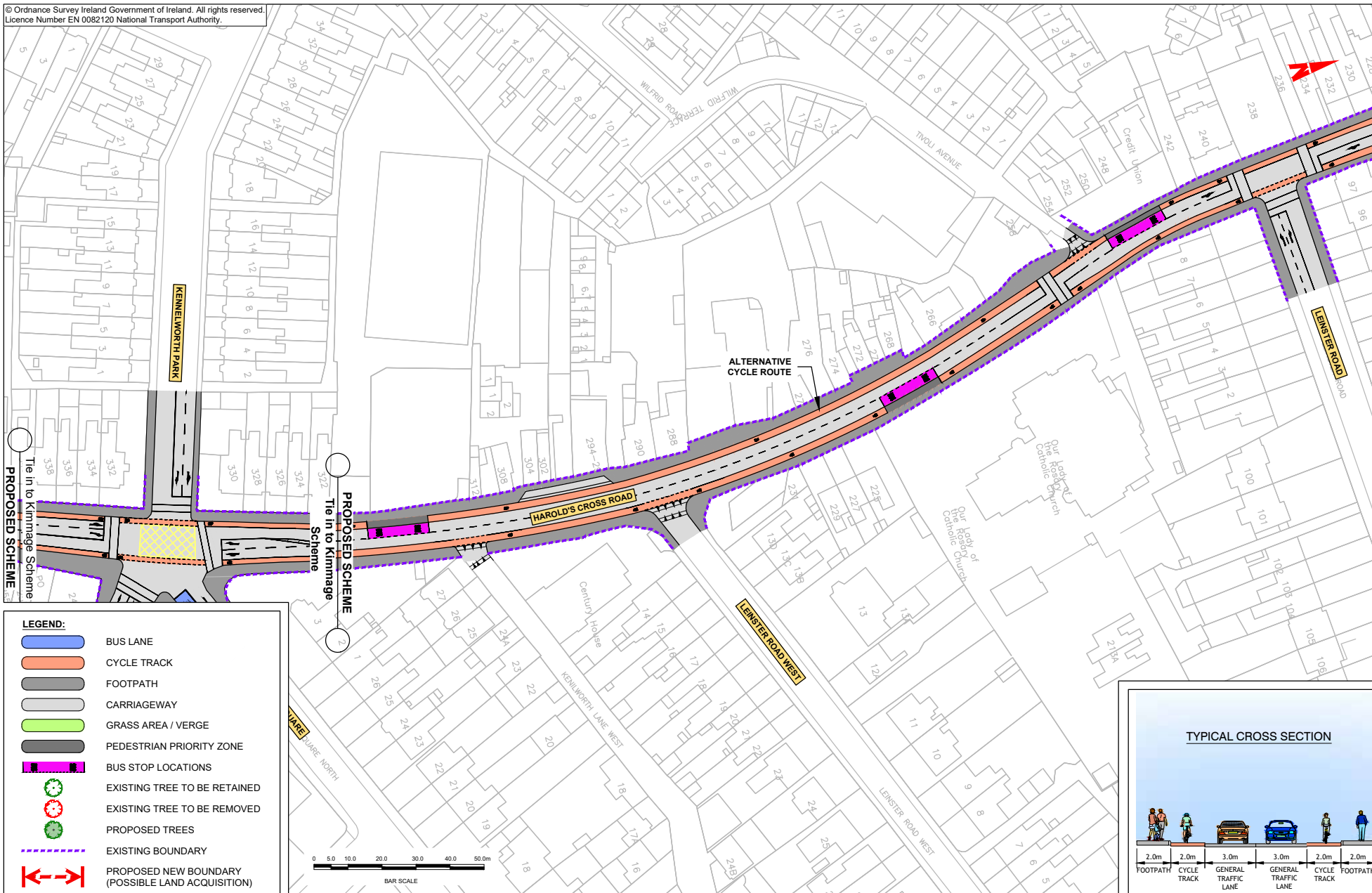
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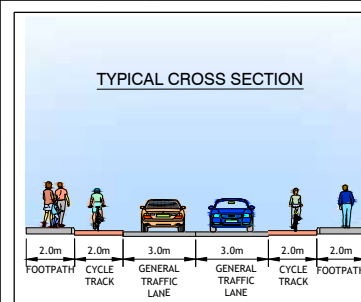


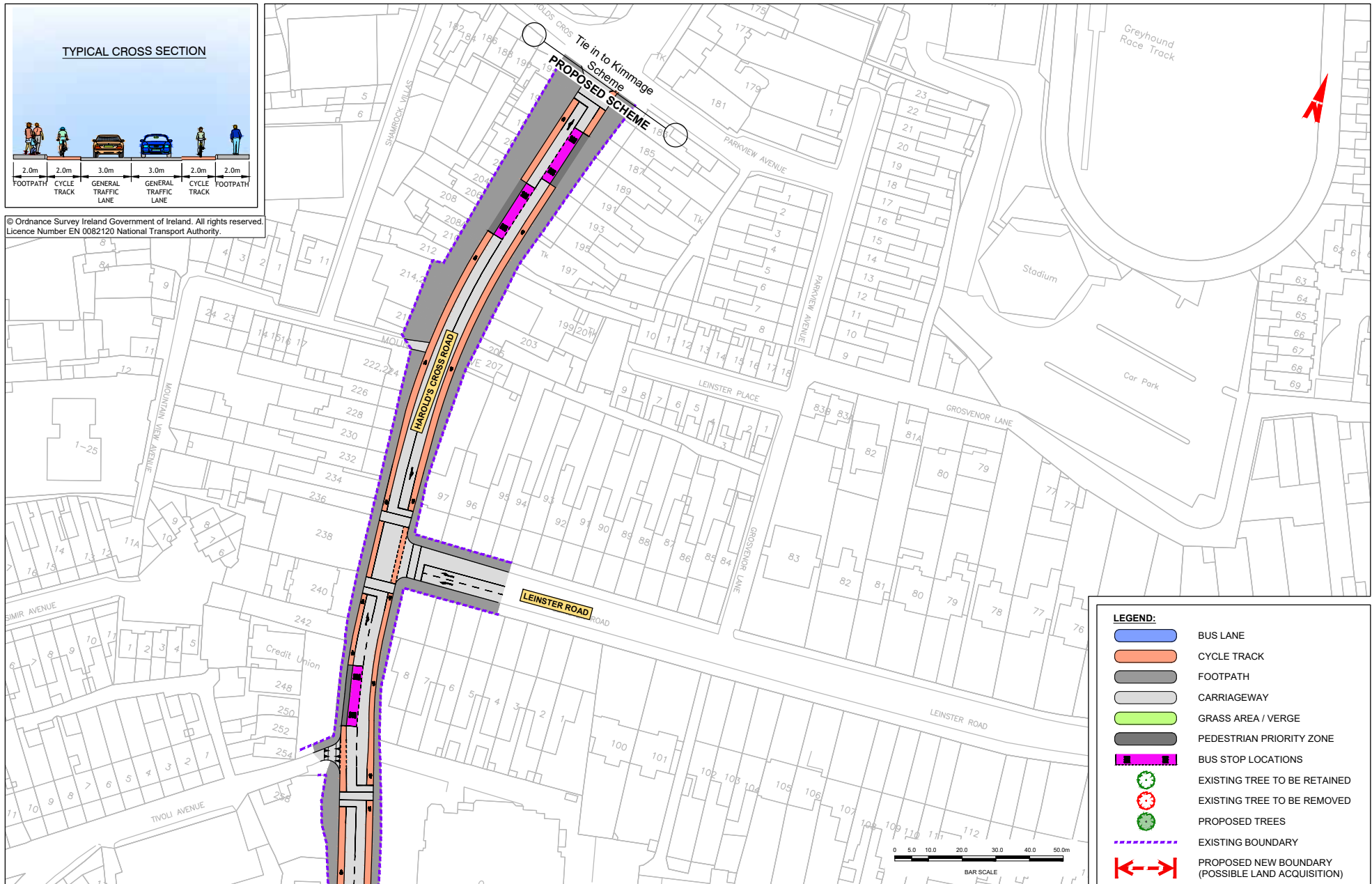
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