

# BusConnects Infrastructure Dublin

## Core Bus Corridors Preferred Route Options

Public Representatives Briefing  
Third Public Consultation Overview

Wednesday 4th November 2020



Project Ireland 2040  
*Building Ireland's Future*



**BUS  
CONNECTS**  
SUSTAINABLE TRANSPORT FOR A BETTER CITY.

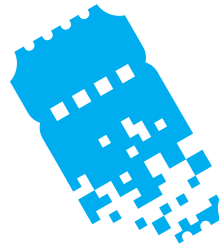
# BusConnects Dublin is a programme of 9 elements

■ **BUS** ➔ **230km** of bus priority making journeys faster and more reliable

■ **CYCLE** ➔ **200km** of cycle routes



Transitioning to a new  
**low emissions bus fleet**

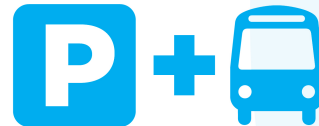


State of the art  
**ticketing system**

**Cashless payment system**



**Simpler fare structure**



**New Park & Ride**  
sites in key locations



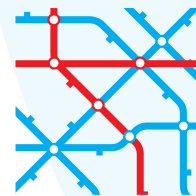
**New bus livery**

providing a common style across all operators



**New bus stops and shelters**

with better signage and information



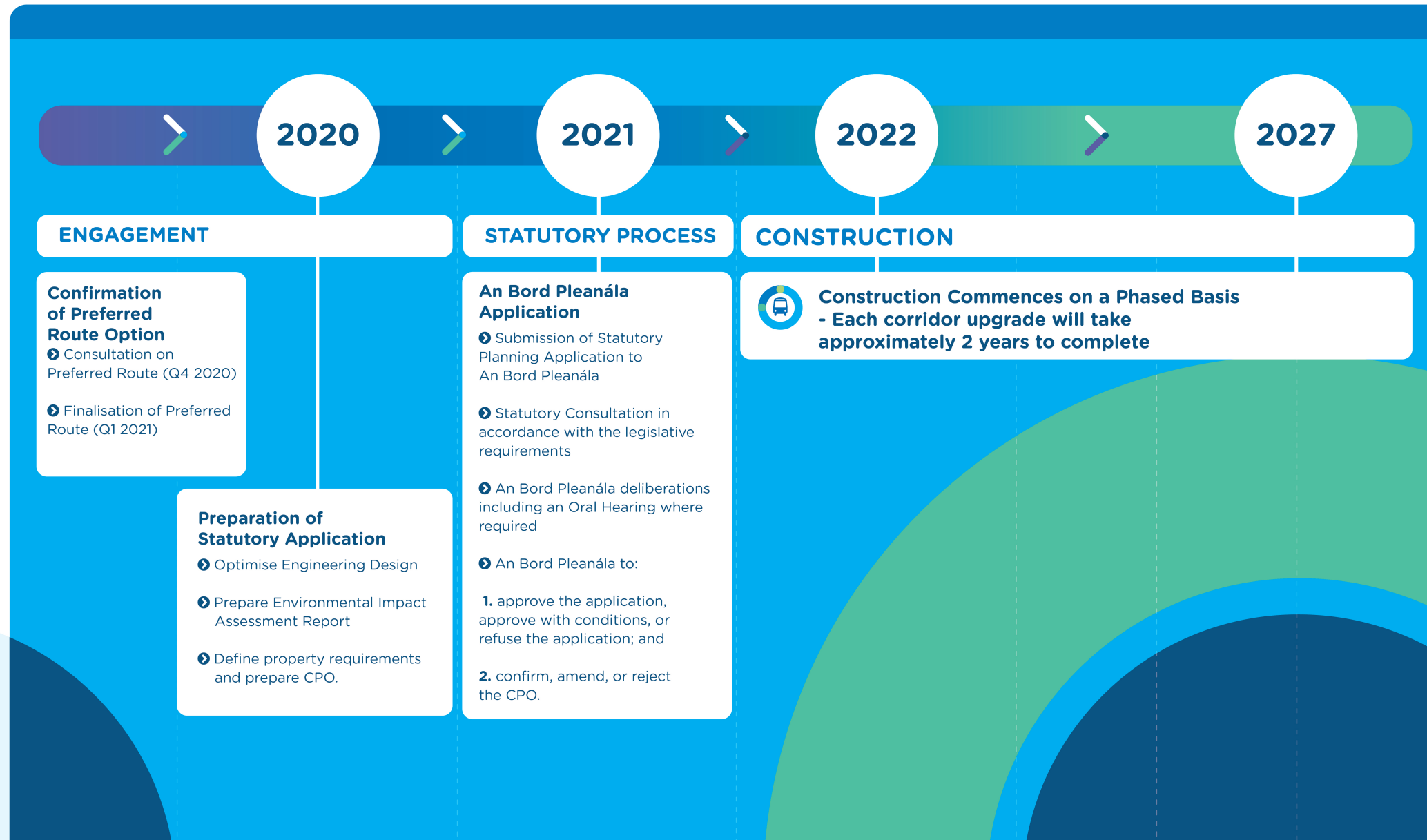
**Dublin area bus network redesign**

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

# What's been happening over the last number of months?

- Design work on the corridors has been continuing
- Environmental assessment work has commenced
- Transport analysis work is ongoing
- Documents provided as part of consultation material:
  - Draft "***Preferred Route Option Report***" for each CBC
  - "***Information on the Proposed Approach to Environmental Assessment***" for each CBC
  - Draft "***Transport Modelling Report***" for each CBC
  - "***BusConnects Urban Realm Concept Design***"

# Timeline for the Core Bus Corridor Process



# Key Changes on Individual Core Bus Corridors

# 1. Clongriffin to City Centre

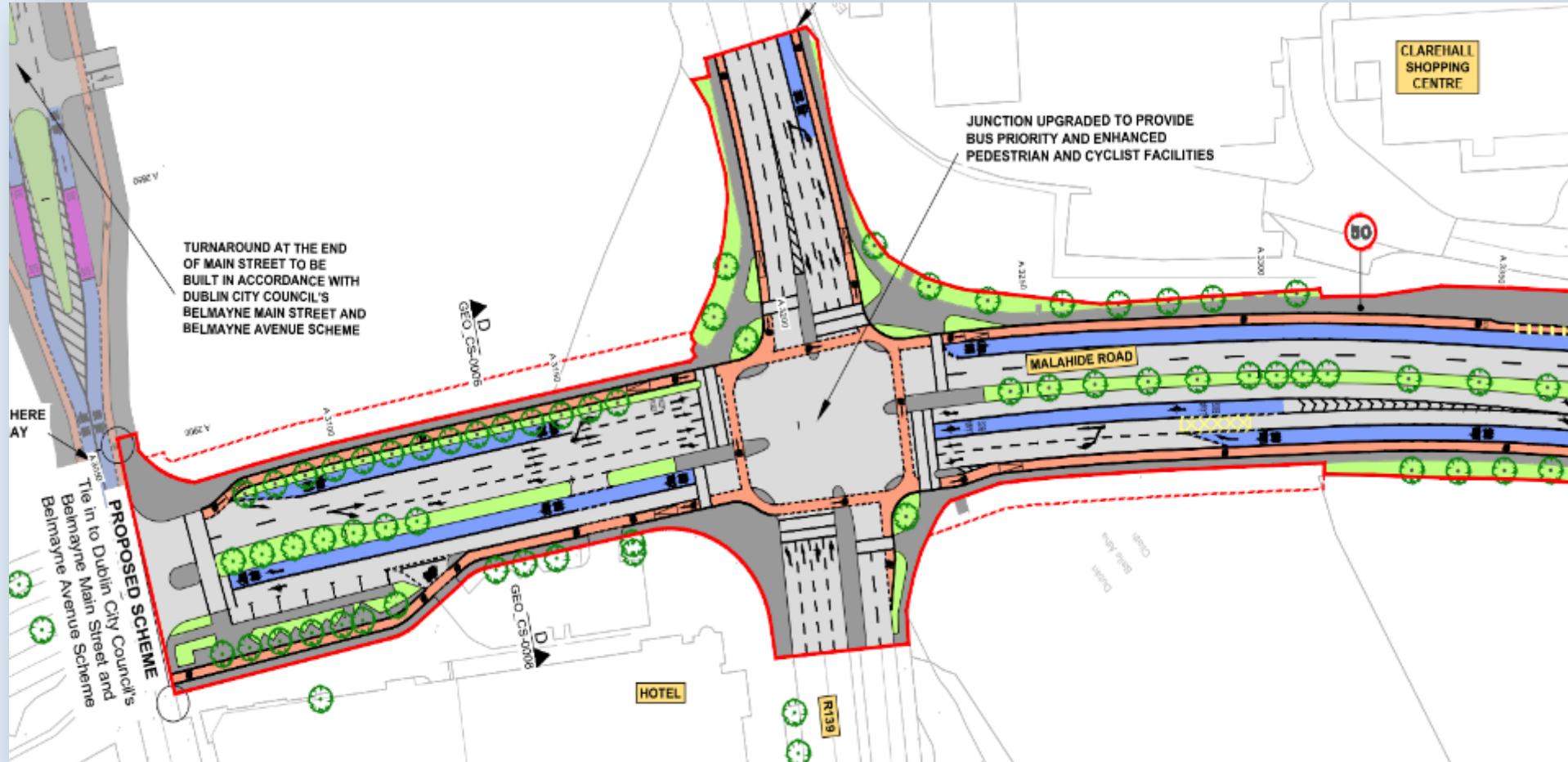
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- Malahide Road/ Clarehall Avenue junction revised to allow cycle crossings on all arms; and
- Some road layout changes between Artane and Donnycarney.

# Core Bus Corridors

## 1. Clongriffin to City Centre

Revised layout at Clare Hall Junction



# 02. Swords to City Centre

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- The junction of Kettles Lane and the R132 is now signalised to permit right turning traffic on the R132 northbound;
- Signal Control Priority is proposed between Northwood Avenue and Coolock Lane plus an alternative northbound cycle route through Santry Park and adjacent to Morton Stadium; and
- A separate bridge structure to accommodate pedestrians and cyclists is proposed at the Frank Flood Bridge in Drumcondra.



# Core Bus Corridors

## 02. Swords to City Centre

Frank Flood Bridge – Independent Pedestrian and Cycle Bridge



# 03. Ballymun to City Centre

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- Ballymun Main Street is narrowed from two general traffic lanes to one in each direction, allowing additional public realm enhancements;
- Provision of 14 on-street parking spaces on Ballymun Road at Our Lady of Victories Primary School;
- Road layout changes at the Griffith Avenue / St. Mobhi Road junction; and
- Reduction in through traffic on St Mobhi Drive.

# 03. Ballymun to City Centre

## Ballymun Main Street

Layout on Ballymun Main Street



# 04. Finglas to Phibsborough

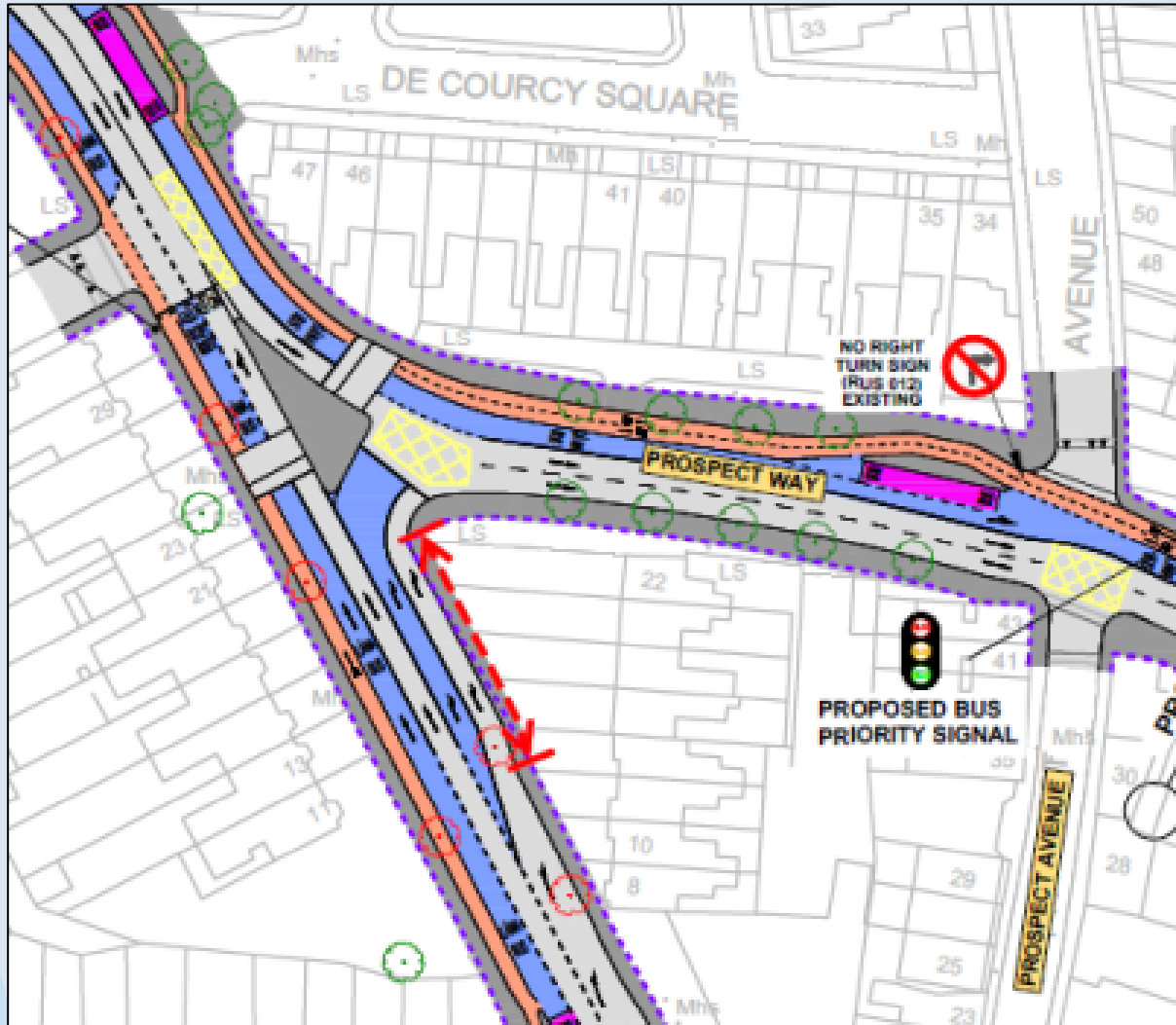
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop and junction layout changes;
- At Finglas Village the northbound cycle track is extended to Mellows Road to complete connectivity to a Secondary Orbital Cycle Route; and
- On both sides of Prospect Way, the layout has been adjusted to retain all existing trees.

# Core Bus Corridors

## 04. Finglas to Phibsborough

Layout on Prospect Way altered to retain trees



# 05. Blanchardstown to City Centre

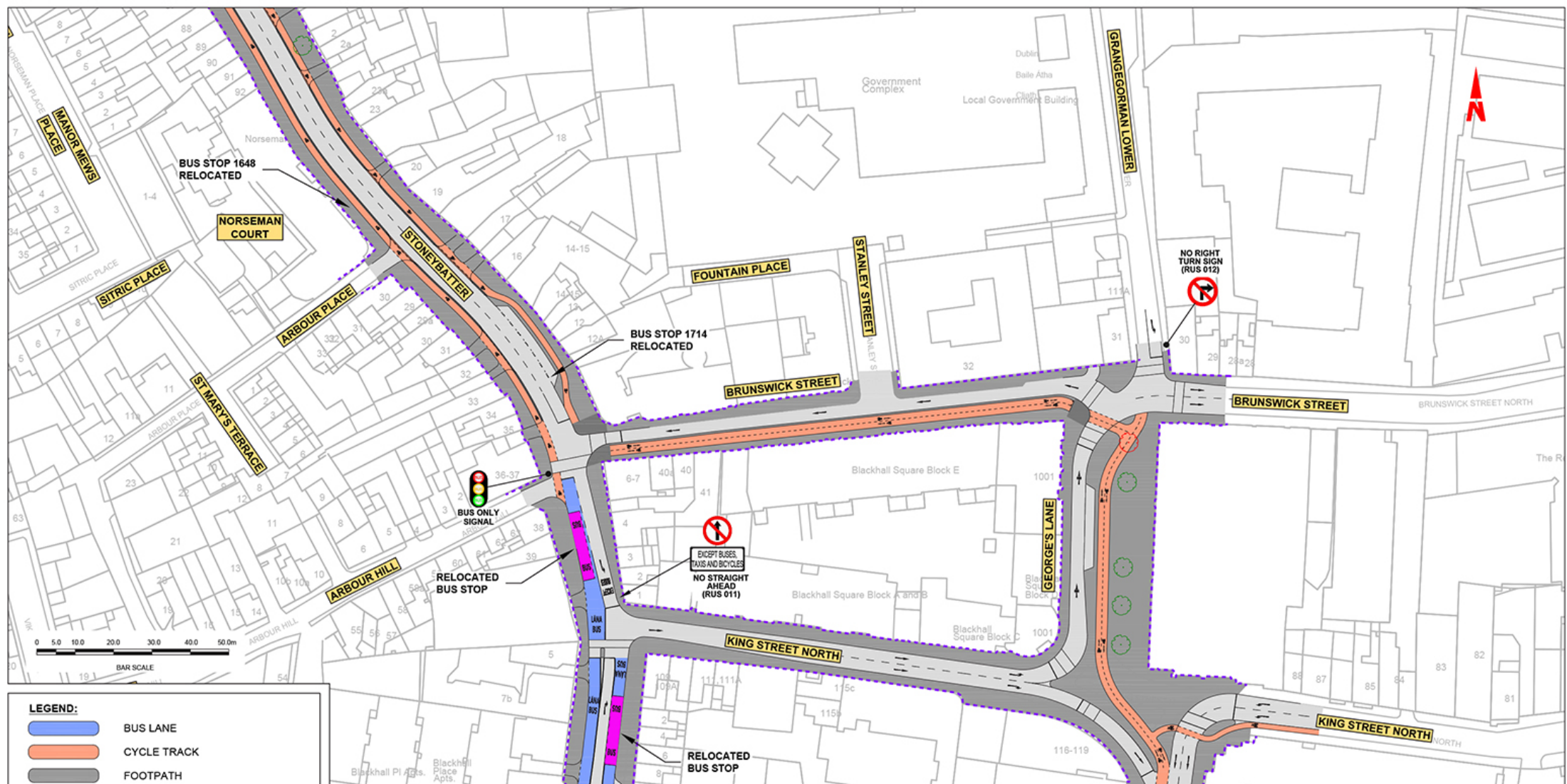
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- Castleknock Manor has been designated as a Quiet Street to cater for cyclists in lieu of the cycle track along the Navan Road in this area;
- Bus gate at south end of Stoneybatter allows the northbound bus lane on Stoneybatter / Manor Street to be removed, enabling widened footpaths and better cycle facilities; and
- At Blackhall Place northbound traffic wishing to progress onto Manor Street will turn right onto King Street North, left onto George's Lane, and westbound along Brunswick Street North.

# Core Bus Corridors

## 05. Blanchardstown to City Centre

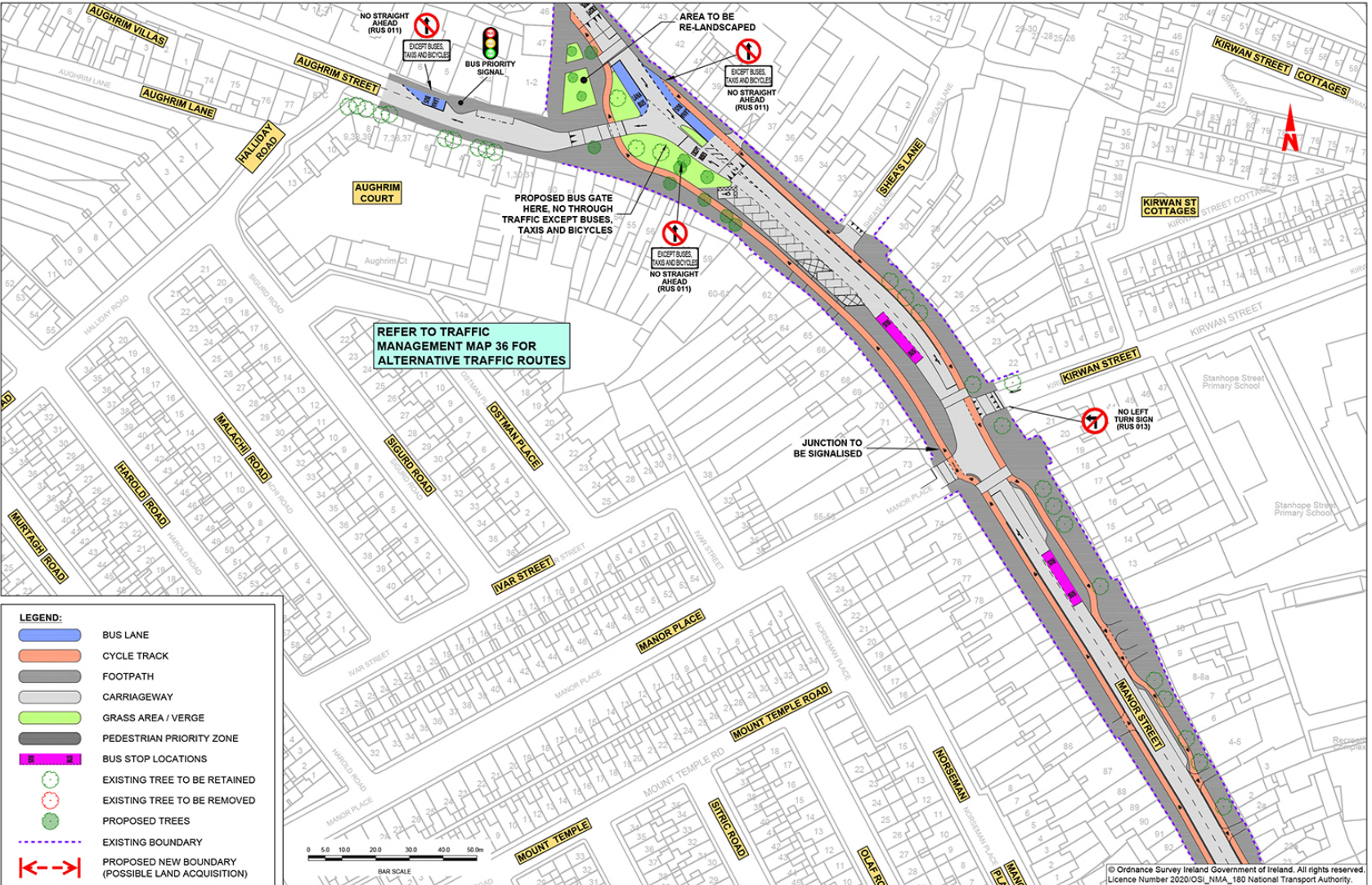
Northbound Bus Gate at south end of Stoneybatter



# Core Bus Corridors

## 05. Blanchardstown to City Centre

Revised Layout on Manor Street





# 06. Lucan to City Centre

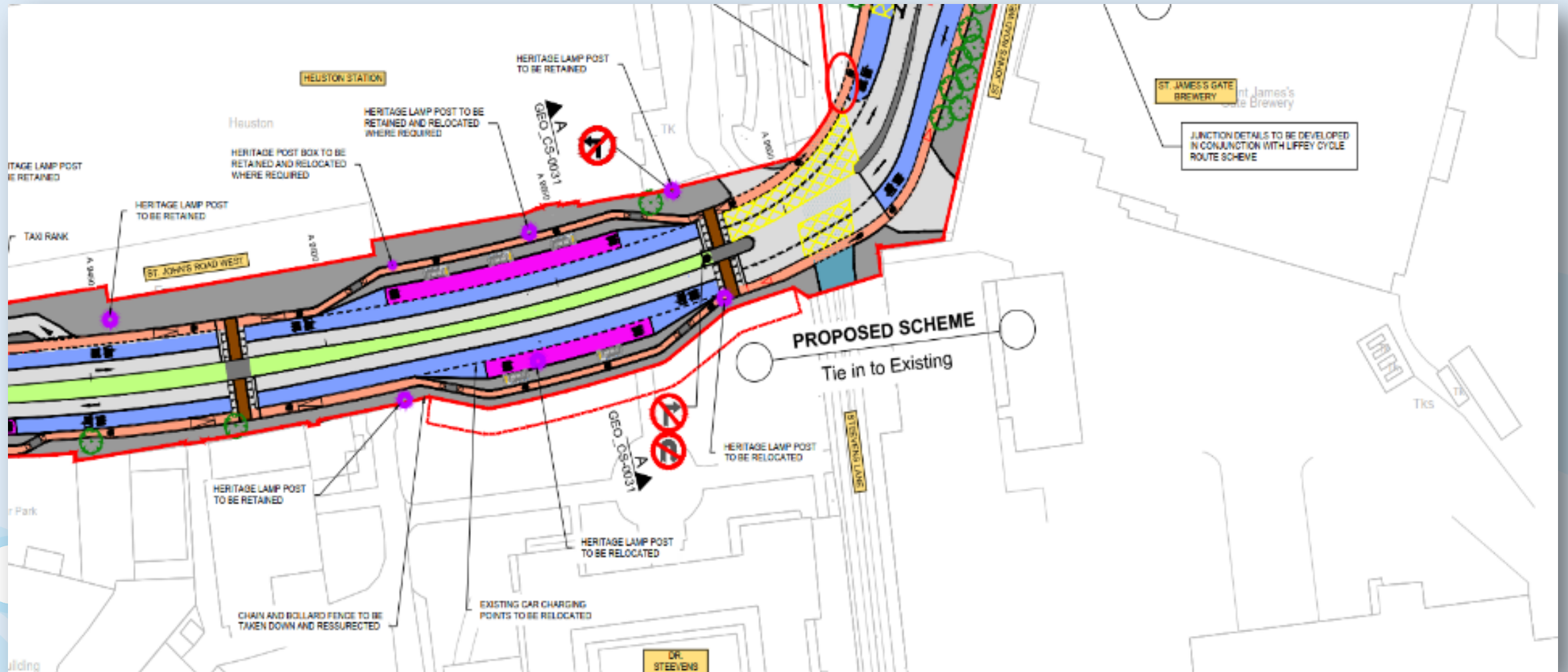
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- In addition to the new pedestrian bridge over the N4 at Liffey Valley Shopping Centre, the existing pedestrian / cycle bridge is retained for shared use;
- The two-way cycle track on Old Lucan Road is extended through Palmerstown Village to the start of the Chapelizod bypass; and
- Enhanced bus stops are proposed on St John's Road West at Heuston Station.

# Core Bus Corridors

## 06. Lucan to City Centre

Layout at Heuston Station with extra bus stop facilities



# 07. Liffey Valley to City Centre

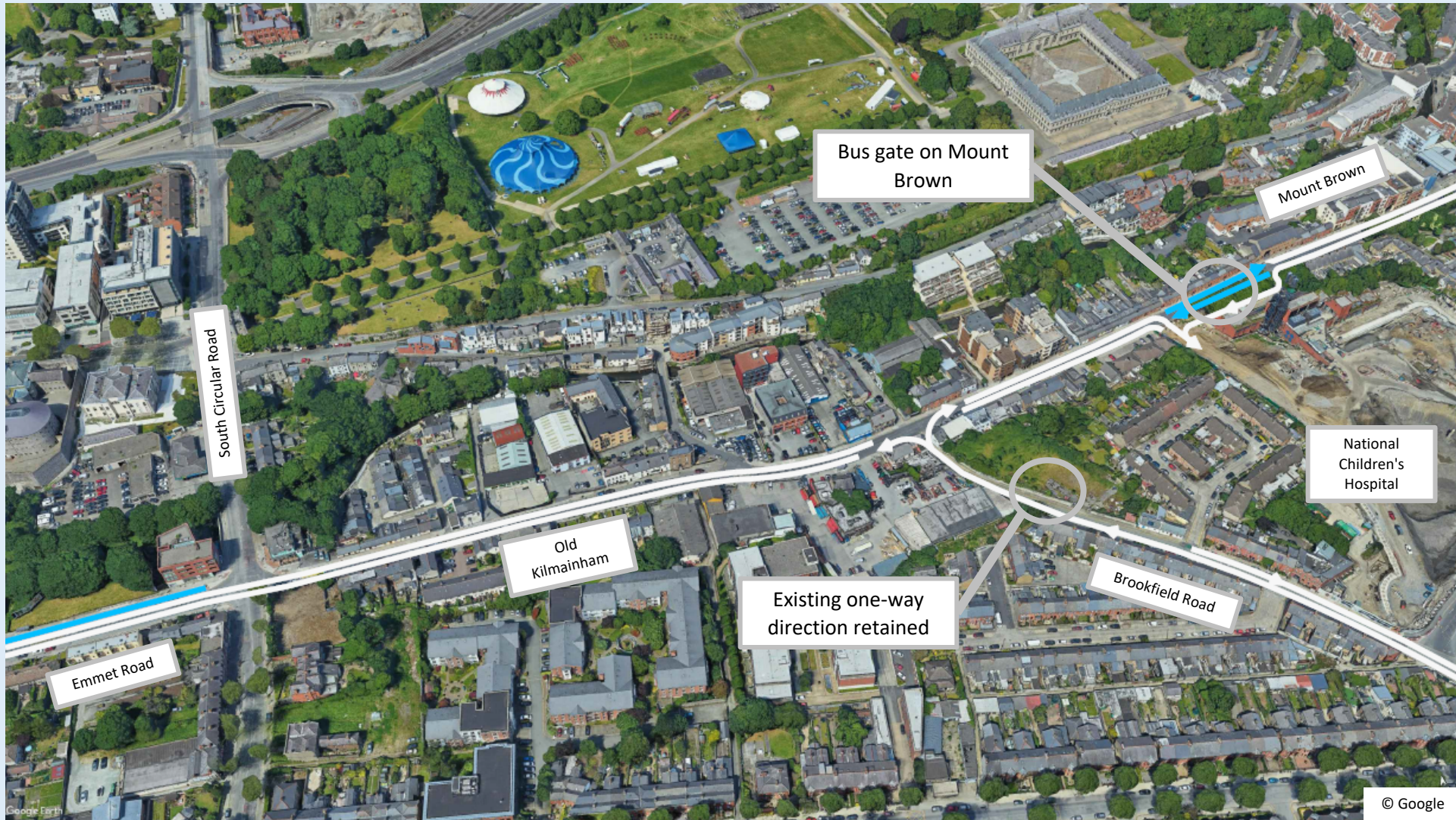
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- Roundabouts on the Fonthill Road in the Liffey Valley Shopping Centre area changed to signalised junctions to provide improved bus priority, walking and cycling facilities;
- The existing one way system on Brookfield Road will remain unchanged;
- The layout on James Street, Thomas Street and High Street has been refined to provide continuous cycle tracks on both sides of the road; and
- New off-line cycle route via Echlin Street will connect James Hospital to James Street and avoid Luas tracks.

# Core Bus Corridors

## 07. Liffey Valley to City Centre

Traffic Direction on Brookfield Road to Remain Unchanged



# 08. Clondalkin to Drimnagh

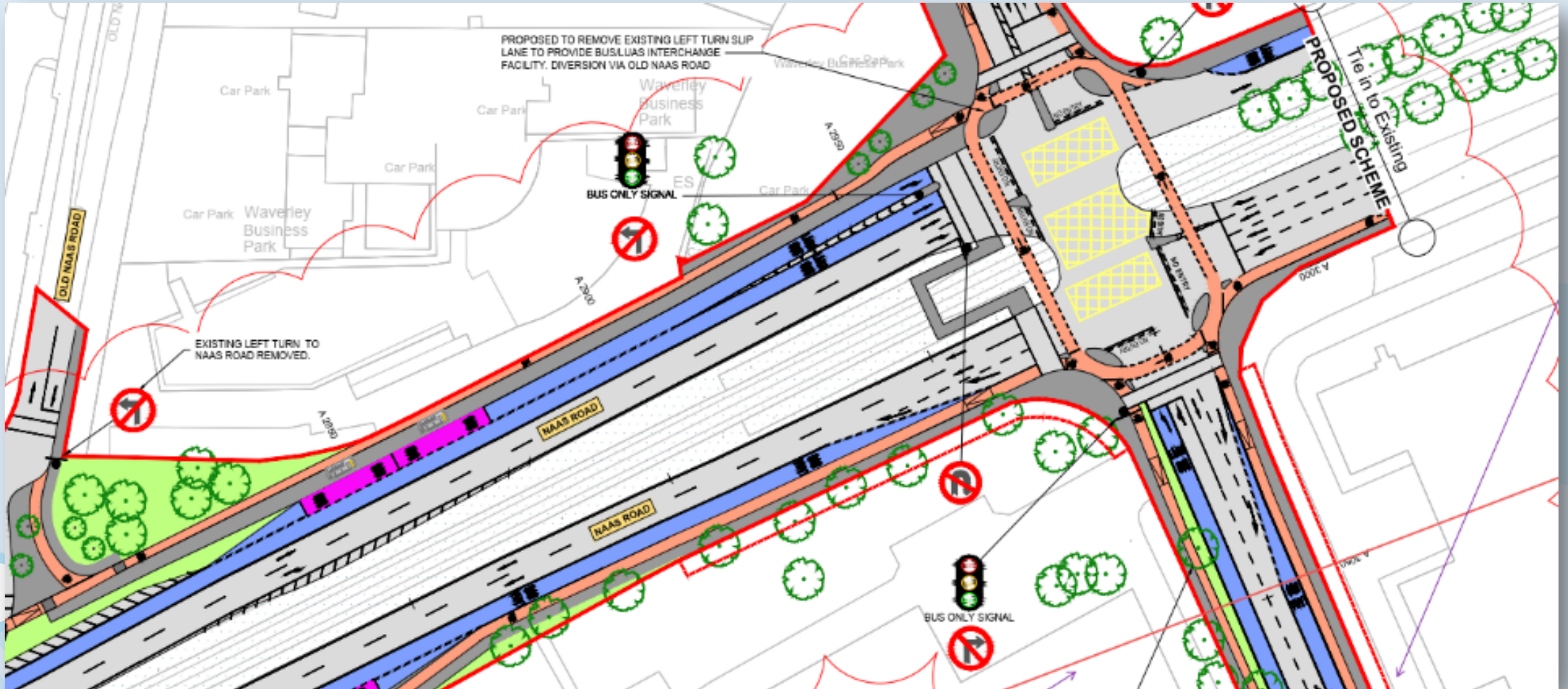
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- A two-way cycle track is included on the north side of Nangor Road and Naas Road between Killeen Road and John F Kennedy Drive; and
- At the junction of the Naas Road / Kylemore Road / Walkinstown Avenue, facilities for cyclists have been improved and there is a second bus lane for services continuing to the City Centre via the Naas Road.

# Core Bus Corridors

## 08. Clondalkin to Drimnagh

Road layout at Naas Road / Kylemore Road Junction



# 09. Greenhills to City Centre

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- The design development of the bus interchange facility at the Tallaght Town Centre has been progressed;
- New priority junction for Greenhills Road at the new Ballymount Avenue link road; and
- The alignment of Calmount Road extension tie-in to Greenhills Road is adjusted northwards.

# Core Bus Corridors

## 09. Greenhills to City Centre

Tallaght Interchange design concept





# 10. Tallaght to Terenure

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes; and
- Proposed layout changes at Wellington Lane junction to better integrate with the Wellington Lane Cycle Scheme currently being progressed by South Dublin County Council.

# 10. Tallaght to Terenure



# 11. Kimmage to City Centre

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- Changes to cycleway in Poddle Park to reduce impact on the park;
- The public realm layout at Sundrive Road junction is revised;
- An additional parking bay with 4 spaces is provided on the eastern side south of Mount Drummond Avenue;
- An additional footbridge is provided on the eastern side of the existing Robert Emmett Bridge over Grand Canal; and
  - The design is adjusted on Clanbrassil Street Lower with fewer properties potentially impacted.

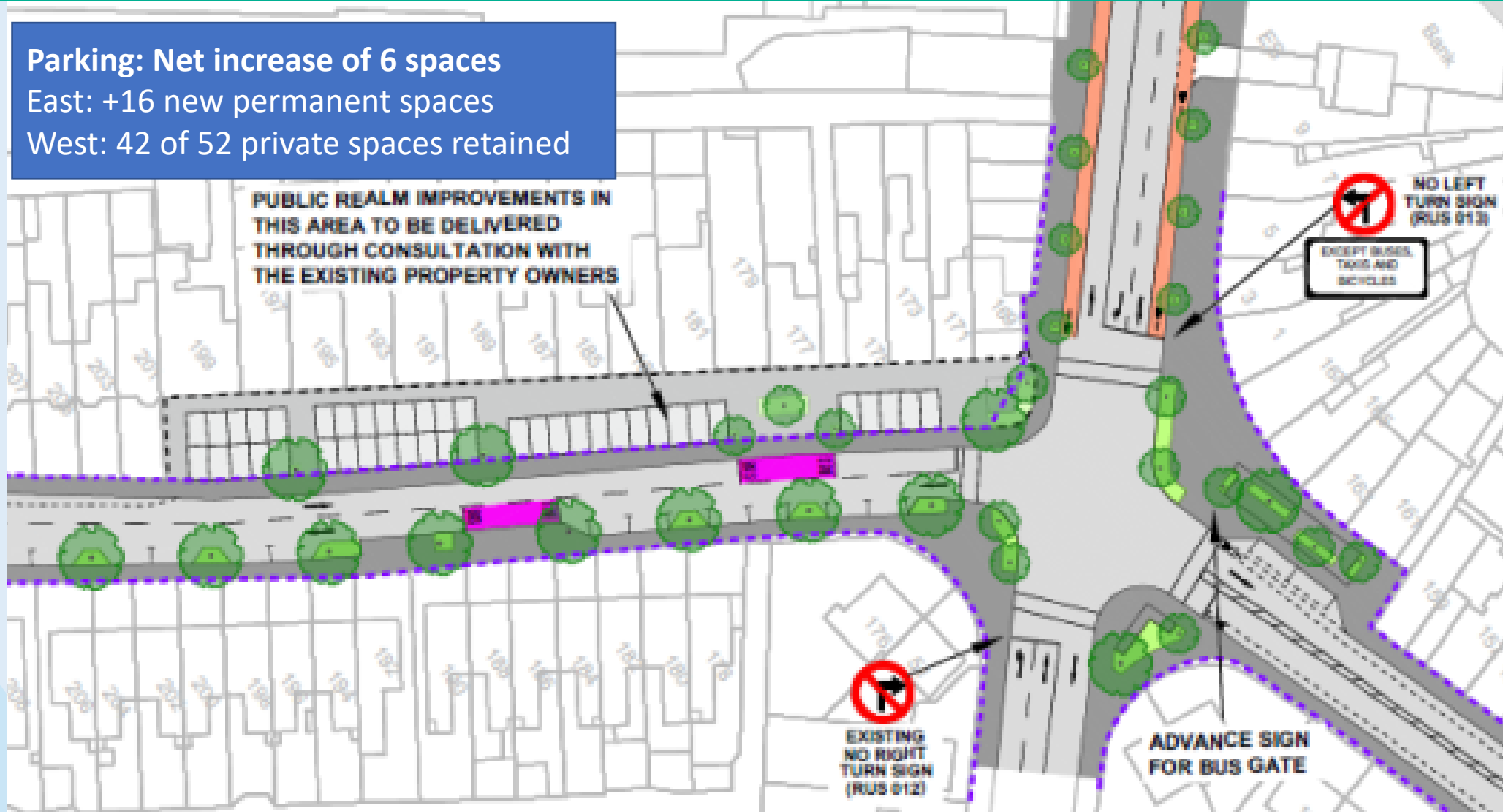
# Core Bus Corridors

## 11. Kimmage to City Centre

### Sundrive Cross Public Realm Modified Proposals

**Parking: Net increase of 6 spaces**  
East: +16 new permanent spaces  
West: 42 of 52 private spaces retained

**PUBLIC REALM IMPROVEMENTS IN THIS AREA TO BE DELIVERED THROUGH CONSULTATION WITH THE EXISTING PROPERTY OWNERS**



# Core Bus Corridors

## 11. Kimmage to City Centre

Public Realm at Sundrive Cross



# 12. Rathfarnham to City Centre

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- An alternative east-west connection is provided for cyclists moving between Rathfarnham Road and Rathgar Road using Bushy Park Road, Wasdale Park, Wasdale Grove, Zion Road and Orwell Road;
- The Bus Gate in Rathmines is moved from just south of Richmond Hill to just north of it; and
- Related to the Bus Gate change, Mountpleasant Avenue Lower will be closed to through traffic at its junction with Richmond Hill.

# Core Bus Corridors

## 12. Rathfarnham to City Centre

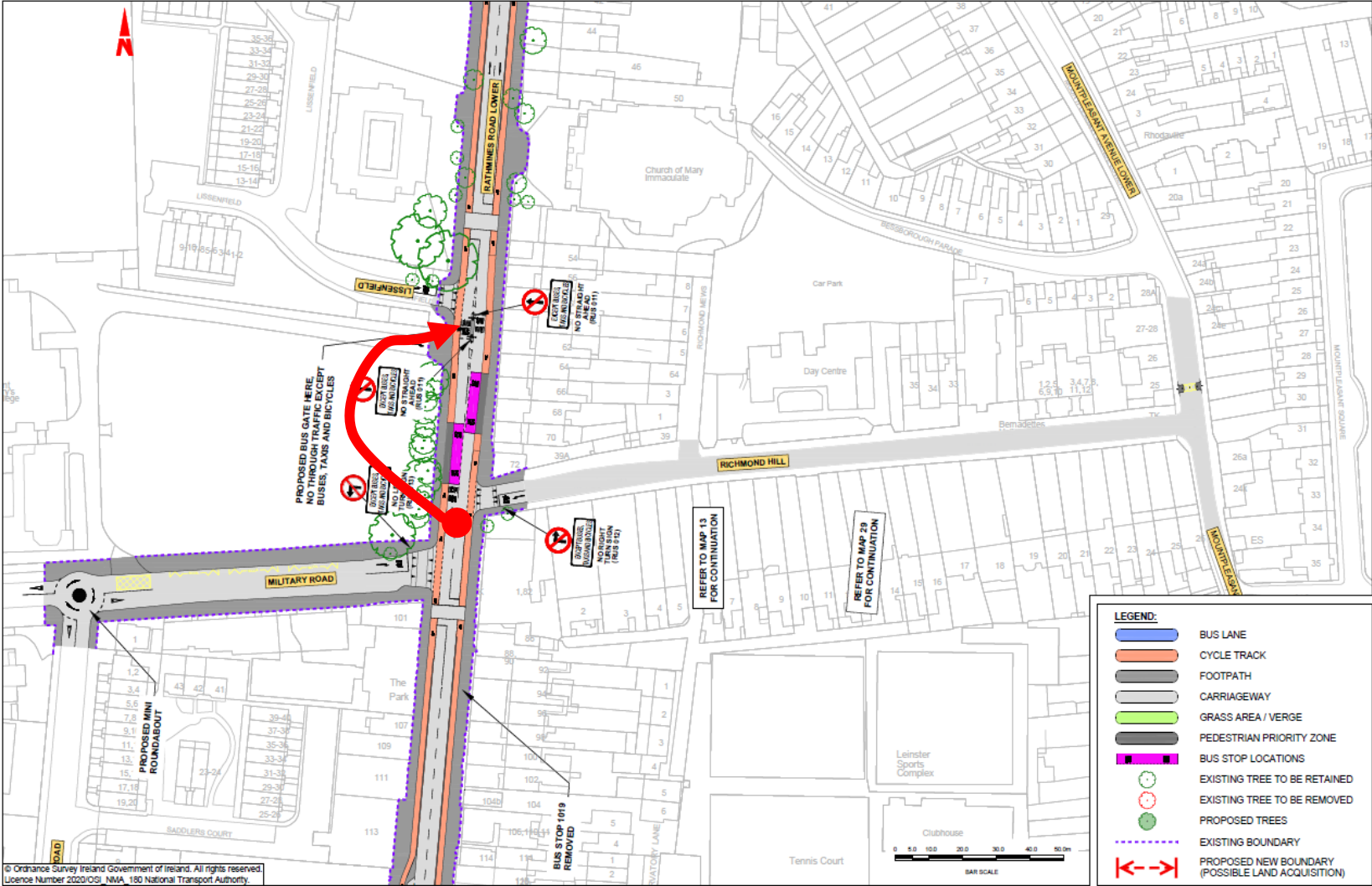
Orwell Road Alternate Cycle Route



# Core Bus Corridors

## 12. Rathfarnham to City Centre

### Rathmines Bus Gate Relocation





# 13. Bray to City Centre

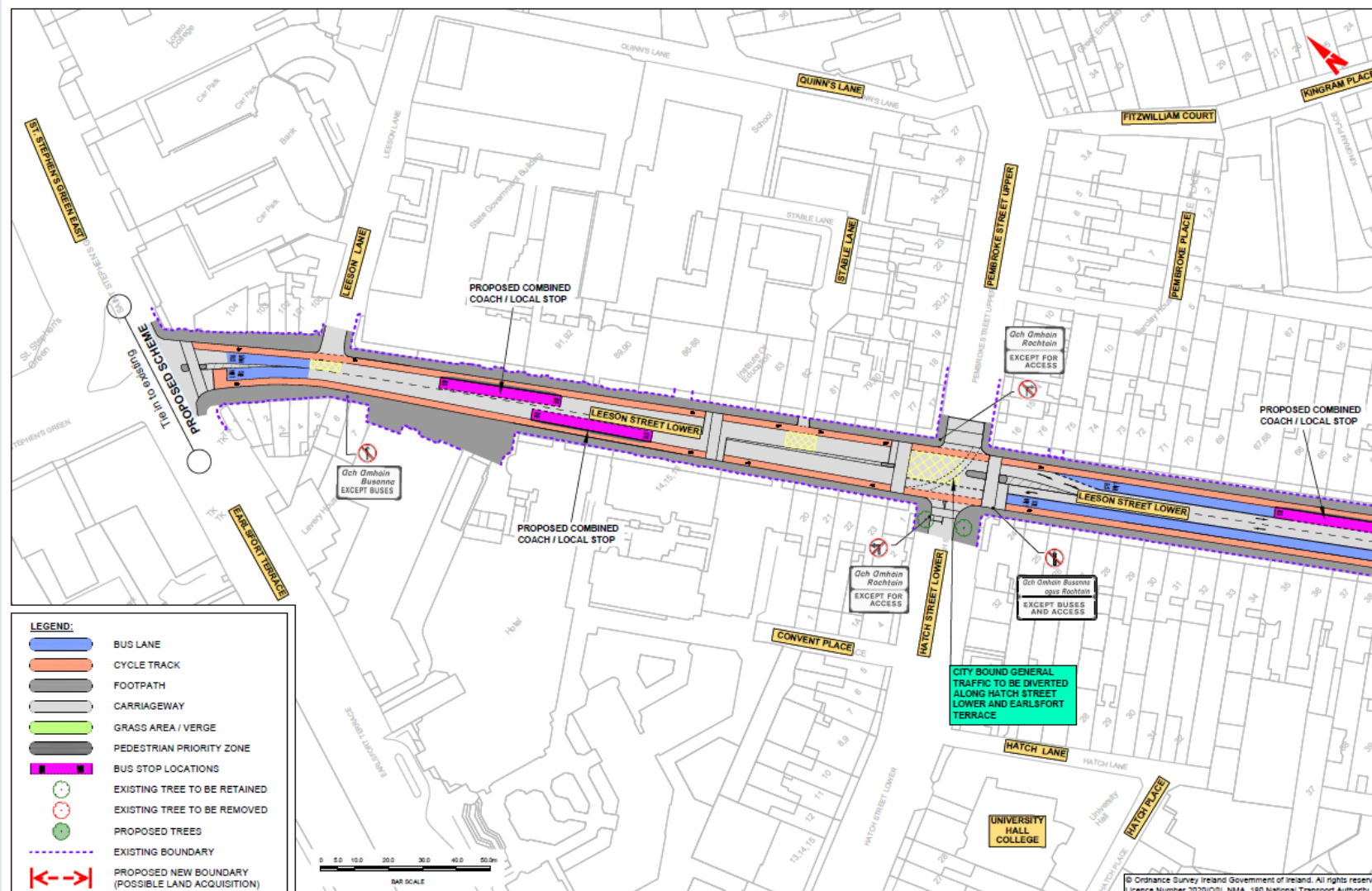
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- A Bus Gate is introduced on Leeson Street at its junction with St Stephens Green East. Inbound general traffic is diverted along Hatch Street Lower and Earlsfort Terrace;
- A section of northbound cycle track is diverted along St Brigid's Church Road;
- The junction of The Hill and Stillorgan Road is to be closed to maintain continuous segregated cycling facilities at this location; and
- Various changes south of Shankill to reduce impacts on trees and property.

# Core Bus Corridors

## 13. Bray to City Centre

### Lower Lesson Street – Bus Gate



# 14. UCD Ballsbridge to City Centre

## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes;
- The Herbert Park arm of the Ballsbridge Junction has been realigned to minimise the impact on adjacent properties and to retain a number of existing trees to the east of the junction; and
- A two-way general traffic option is proposed for Nutley Lane.

# Core Bus Corridors

## 14. UCD Ballsbridge to City Centre

Nutley Lane Draft Preferred Route Option



## Key Changes from the Preferred Route Published in March 2020

# 15. Blackrock to Merrion

- Various bus stop, cycle facilities and junction layout changes; and
- The proposed traffic island on the inbound arm of the junction of the Elm Park Development on Merrion Road is removed to eliminate the need for landtake onto Landaff Terrace to the south.

# 15. Blackrock to Merrion

Index Map

BusConnects Core Bus Corridors / 15: Blackrock > Merrion



# 16. Ringsend to City Centre

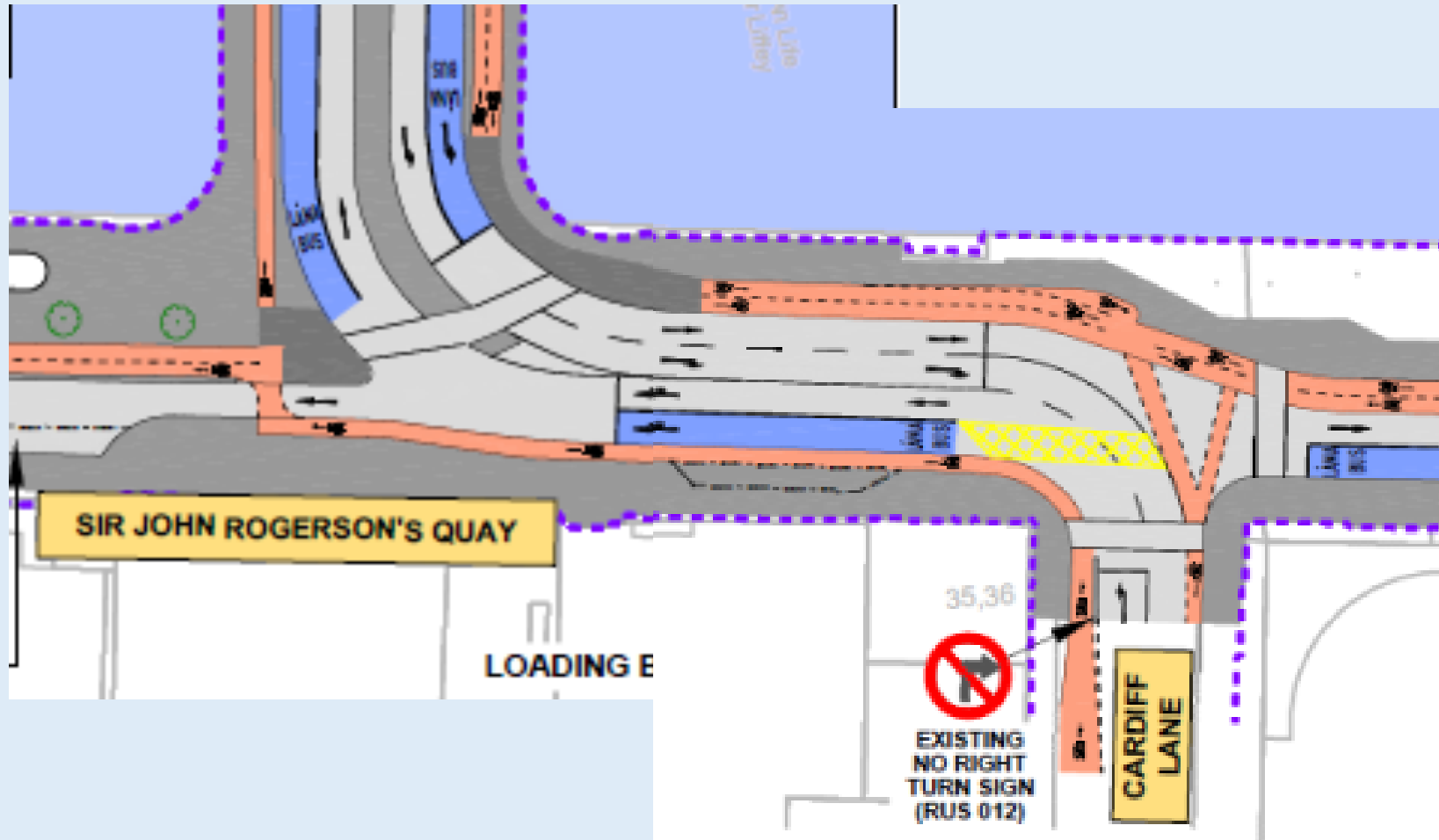
## Key Changes from the Preferred Route Published in March 2020

- Various bus stop, cycle facilities and junction layout changes; and
- The cycle facilities linking from the Samuel Beckett Bridge to Cardiff Lane and Sir John Rogerson's Quay are improved.

# Core Bus Corridors

## 16. Ringsend to City Centre

Samuel Beckett Bridge Improved Cycle Tracks at Southern End





# Public Engagement & Communications

## Consultation

commences today from

4<sup>th</sup> November until 16<sup>th</sup> December 2020 (6 weeks)

# Public Information Campaign

– from 4<sup>th</sup> November  
sustained information and advertising campaign to engage and provide  
information including:

**National and Local Newspapers** – e.g. All editions Dublin People, Gazette, The Echo, Fingal Independent, Wicklow People, Irish Times, Irish Indo, Herald, Sunday Independent

**Radio** – RTE Radio1, 2fm, Today FM, Newstalk, FM104, Classic FM, East Coast, 98FM

**Outdoor locations** – Digital screens – locations in/outside retail, convenience, post offices, hospitals, colleges and shopping centres, bus shelters and on board buses

**Digital & Social** – online news digital outlets, Facebook, Instagram, Twitter and YouTube

**Website** – Updated versions of the 16 Core Bus Corridor Brochures on [www.busconnects.ie](http://www.busconnects.ie) (Available in PDF, Audio & HTML) and supporting documentation including:

- Draft Proposed Approach to Environmental Assessment
- Draft Transport Modelling Report
- Draft Preferred Route Option Reports
- Urban Realm Design Concepts

# **16 Virtual Public Information Rooms –**

Each virtual room provides details of the Preferred Route. Option for each of the corridors including maps and supporting documentation.

# **Impact Property Owners –**

Letters and an invitation for a one-to-one call with design team has already been issued

# **Community Forum –**

Online webinars via Zoom. Details and dates already issued to all Public Reps & Community Forum Members. Invitations & link to register will be issued to forum members at least one week in advance.

# General queries and Submissions –

Email: [cbc@busconnects.ie](mailto:cbc@busconnects.ie)

Post: **BusConnects Core Bus Corridors**  
**National Transport Authority,**  
**Dún Scéine, Harcourt Lane,**  
**Dublin 2, D02 WT20**

Freefone number: **1800 303 653**

# Q&A