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# Ringsend to City Centre

Core Bus Corridor Options Study  
Early Indication Report

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# 1. Introduction

AECOM - ROD were commissioned by the National Transport Authority (NTA) to carry out a feasibility study for the provision of a Core Bus Corridor (CBC) from Ringsend to Dublin City Centre.

The aim of the study is to identify the emerging preferred route and scheme option of this CBC, which will allow the provision of adequate and necessary infrastructure for reliable and accessible bus travel along its length. This Early Indication Report (EIR):

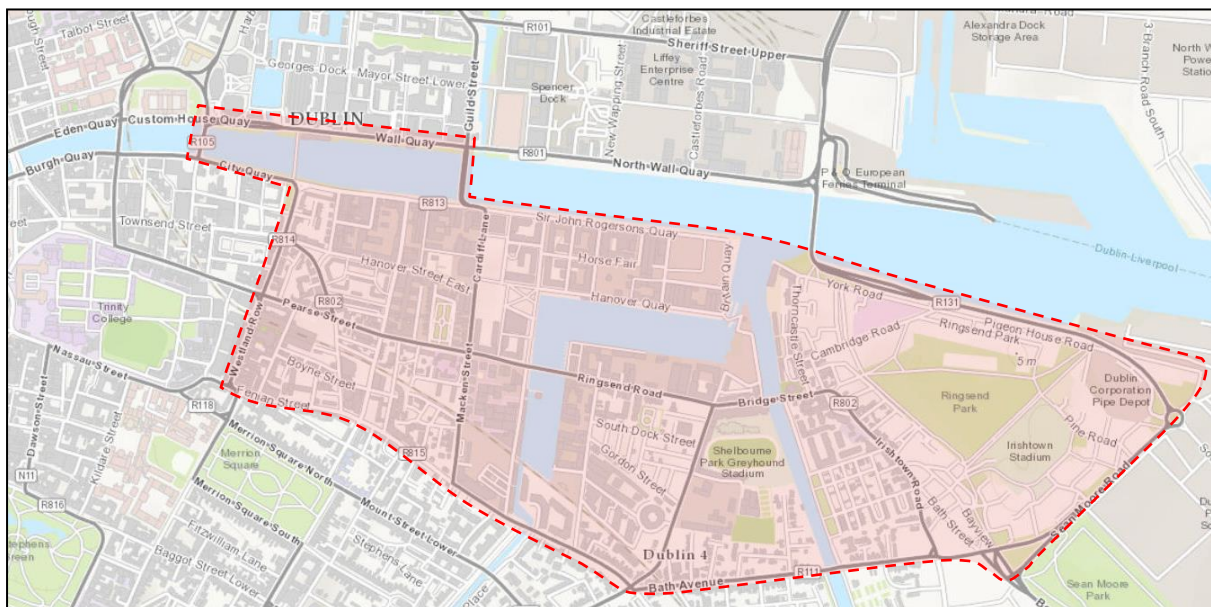
- summarises the assessment undertaken of potentially feasible route and scheme options, identified within the study area, against established assessment criteria;
- presents the findings of the study work and activities undertaken to date; and
- indicates a potentially emerging preferred option for the CBC corridor at this project stage.

The work presented in the EIR concentrates on the bus priority provision examined and proposed for the CBC, based on the key assumption that a number of high frequency bus services will avail of the CBC infrastructure.

The objectives established for the Ringsend CBC are:

- Deliver the on street infrastructure necessary to provide continuous priority for bus movements along the CBC.
- Provide cycle facilities to the target Quality of Service.

The study area identified for the proposed scheme is illustrated in **Figure 1** below:



**Figure 1: Study Area**

## 2. Methodology

### 2.1 Introduction

A two-stage assessment process was followed:

- Stage 1: an initial sifting process; assessment of potentially viable route sections in terms of their ability to achieve scheme objectives and deliverability; and subsequently
- Stage 2: Multi-Criteria Analysis (MCA); assessment of sifted route options based on identified criteria and ranked on the basis of an aggregation procedure.

### 2.2 Stage 1: Sifting

A “spiders-web” route map was produced, showing all of the likely feasible routes for the CBC.

A high level sifting process was then carried out to eliminate examined routes that were deemed to be infeasible for various reasons such as excessive cost, insufficient space to provide required infrastructure, excessively circuitous routes etc.

The sifting process was carried out on the basis of a pass or fail examination. Routes that passed the sifting process continued to the next, Stage 2, MCA stage.

### 2.3 Stage 2: Multi-Criteria Analysis

Scheme options were explored and developed geometrically along the sifted feasible routes in the three sections of the study area. Outline design was prepared for each scheme option and subsequently compared by way of a MCA (appraisal criteria as set out in the Department of Transport, Tourism and Sport Common Appraisal Framework).

Each scheme option was compared on the basis of criteria under overall headings that reflect policy, programme or project objectives and other considerations as appropriate, such as value for money, environment, social inclusion, etc., which were further sub-divided and expressed under specific criteria shown in **Table 1** below.

**Table 1: MCA Criteria**

MCA Criteria	MCA Sub-Criteria
1. Economy	1.a. Capital Cost
	1.b. Transport Reliability and Quality (Journey Time)
2. Integration	2.a. Land Use Integration
	2.b. Residential Population and Employment Catchments
	2.c. Transport Network Integration
	2.d. Cycle Network Integration
	2.e. Traffic Network Integration

MCA Criteria	MCA Sub-Criteria
3. Accessibility & Social Inclusion	3.a. Key Trip Attractors (Education/Health/Commercial/Employment)
	3.b. Deprived Geographic Areas
4. Safety	4.a. Road User Safety
5. Environment	5.a. Archaeology and Cultural Heritage
	5.b. Architectural Heritage
	5.c. Flora & Fauna
	5.d. Soils and Geology
	5.e. Hydrology
	5.f. Landscape and Visual
	5.g. Air Quality
	5.h. Noise & Vibration
	5.i. Land Use Character

## 3. Potentially Emerging Preferred Option

### 3.1 Introduction

The MCA process is ongoing and not fully completed. However, a proposed scheme option along the potentially emerging preferred route can be indicated early at this project stage.

An early indication of a potentially Emerging Preferred Option (EPO) can be made based on site visits, observations, data analyses, route audits, outline geometric designs and calculations that have been undertaken. The EPR is illustrated in Figure 2 below.

It must be noted that this potentially EPO is subject to change, as the MCA progresses.

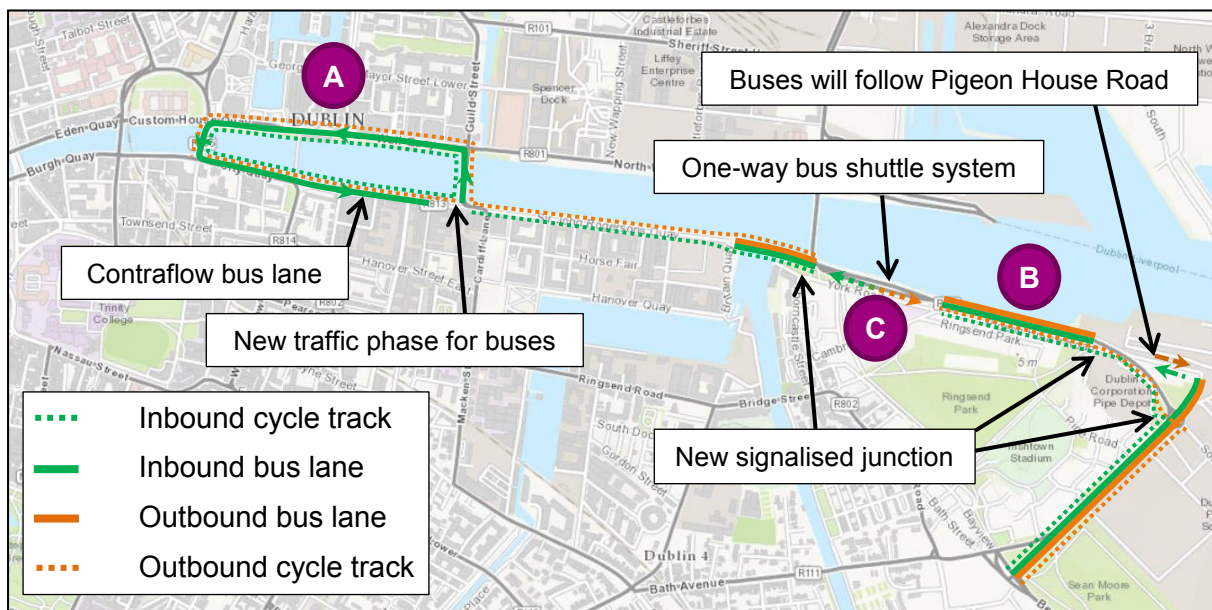


Figure 2: Potentially EPO (subject to MCA finalisation)

### 3.2 Description

A potentially emerging scheme includes the following.

- **[A]** The routing of buses along a one-way (counter-clockwise) loop from Samuel Beckett Bridge to Talbot Memorial Bridge along the north and south quays.
- Use of existing inbound (northbound) bus lanes along Samuel Beckett Bridge, North Wall Quay and Custom House Quay; any gaps in the existing bus lanes along these streets/bridge will be covered by new bus lanes to ensure consistent bus priority.
- The provision of new segregated bus lanes along the following streets/bridge:
  - Talbot Memorial Bridge (southbound);
  - City Quay (eastbound);
  - Sir John Rogerson's (eastbound from City Quay to Lime Street junction);
  - Proposed bridge connecting Sir John Rogerson's Quay to Thorncastle Street over the Dodder (eastbound and westbound);



- **[B]** R131, i.e. East Link, (eastbound and westbound between Cambridge Road and Cambridge Avenue). These bus lanes will run adjacent to the R131, i.e. along the grass verge south of the R131; and
- Sean Moore Road (eastbound and westbound).
- Use and improvement (as required) of existing inbound and outbound cycle lanes along Talbot Memorial Bridge, and Samuel Beckett Bridge.
- The provision of new segregated cycle lanes along the following streets:
  - North Wall Quay, Custom House Quay, City Quay and Sir John Rogerson's Quay (Two-way cycle lanes as proposed by the Liffey Cycle Scheme);
  - Pigeon House Road west (two-way cycle lane); and
  - Sean Moore Road (segregated eastbound and westbound lanes between Beach Road and the Pigeon House Road / R131 roundabout).
- **[C]** The provision of a single-lane / two-way shuttle system for buses along a short section of York Road to bypass the East Link Toll Plaza. The shuttle system will operate through use of traffic signals positioned before and after the Tollgate. Buses will be redirected south of the plaza along a new single-lane / two-way bus facility on the York Road grass verge.
- The provision of a new signalised junction at the following intersections:
  - Pigeon House Road / R131 roundabout will be replaced with a signalised junction. From here, cyclists heading inbound (northbound) will follow the R131 whereas the inbound buses will be redirected north up Pigeon House Road (east) before joining the R131 at a new signalised intersection;
  - A new signalised intersection that will join Pigeon House Road (east) with the R131.
  - A signalised junction at the west end of York Road to link the proposed Dodder Bridge with the new segregated bus lanes along York Road; the provision of segregated bus lanes along the grass verge on York Road may require the demolition of existing infrastructure.
- The provision of a new traffic phase to allow the contra-flow buses to continue eastbound on Sir John Rogerson's Quay at the Samuel Beckett Bridge junction.
- Use of existing bus stops on North Wall Quay, Sir John Rogerson's Quay and Sean Moore Road. New bus stops are required on the other streets along the route to optimise patronage.
- Existing bus stops to be upgraded with shelters, bus kerbing and RTP1 etc. as required.
- Provision of virtual sustainable bus priority through traffic management proposals including one-way direction for buses to avoid private land take and environmental impact, i.e. on North Wall Quay, Custom House Quay, City Quay and Sir John Rogerson's Quay.

### 3.3 Benefits

- Increased reliability and shorter journey times due to bus priority along much of the route.

- Reconfiguration of existing junctions will provide considerable benefits for pedestrian and cyclist accessibility and bus priority, making the bus and cycle routes in this area more attractive.
- Direct link to city centre from Ringsend.
- Serving important trip attractors:
  - Irish Glass Bottle Site;
  - South/Grand Canal Docks;
  - IFSC; and
  - Convention Centre.
- Proposed new bus stops increase the attractiveness and catchment area of the bus route in this study area.

## 4. Cost Estimate

### 4.1 High-Level Costs

High-level costs have been estimated for each CBC (see **Table 1**). The cost estimates are broken down into infrastructure costs and land acquisition costs.

**Table 1: Cost estimates**

CBC	Infrastructure (€)	Preliminaries and Contingency @ 30% (€)	Land acquisition (€)	Total cost (€)
Ringsend to City Centre	4,890,000	1,467,000	0 (No private land take target)	36,357,000
	bridge over the Dodder: €30,000,000			

### 4.2 Notes

- Boundaries of properties and ownership may change as a result of applications lodged before or after the current date.
- The Ringsend CBC cost estimate includes the development of the Poolbeg bridge over the Dodder; although the final option and design for an opening bridge or not will determine the cost estimate region, an indicative cost estimate of €30M has been allowed for high-level cost estimate purposes.
- The Ringsend CBC cost estimate assumes no land acquisition and minor works in the City Centre section, aside from necessary junction improvements.
- Proposals for further scheme design measures may alter the total cost estimates including:
  - additional traffic management measures;
  - optimisation of land-take;
  - consistent bus priority at junctions; and
  - enhancement of accessibility through implementation of permeability links
- The cost estimates have a tolerance of +/- 20% and reflect 2016 prices, with the exception of land take costs where a standard rate of €1,500 / sq.m. has been allowed for cost estimation purposes.
- As the scheme designs develop, cost estimates will be refined and updated in line with the NTA Cost Management Guidelines for Public Transport Investment Projects.

### 4.3 Exclusions

The high-level cost estimates do not consider and include:

- Professional Fees;
- Planning Costs;
- Marketing;
- Capital Contributions;

- Inflation;
- VAT;
- Costs associated with neighbouring proposed CBC projects;
- Potential city centre cellar works and acquisition of private landings;
- Administration and management costs; and
- Maintenance costs.

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