

Core Bus Corridors – Potential impact on trees

Having reviewed submissions made during the first round of public consultation on the Emerging Preferred Routes for the 16 Core Bus Corridors (CBC) during 2019, one of the key issues raised was the potential impact and removal of mature trees. BusConnects has made significant design revisions to the proposal in order to minimise the impact on mature trees while still achieving the required bus and cycling priority for the city to address congestion and reduce pollution.

Measures included in the Preferred Route Option proposals to minimise the impact on trees while maintaining bus priority along each CBC include the introduction of Signal Controlled Priority, Bus Gates, one way systems for general traffic, implementing Quiet Street Treatments and off route cycle tracks where feasible.

Following more detailed analysis and the advantage of topographical surveys over the last number of months we are now more informed as to the potential impact of both roadside and private property trees. The first round had an approximate roadside count.

The key points to note are:

- The vast majority of what may be considered landmark, long-term established and mature trees along many of the city streets and suburbs will no longer be impacted – examples listed below.
- Where additional trees are to be removed they are mostly younger, smaller and less established.
- There will be a comprehensive replanting programme during the construction of BusConnects with more trees being replanted than removed. In addition there are a number of public realm areas identified across the corridors where significant planting will form an important part of their design.
- The vast majority of potential tree removal is to **facilitate the construction of more off-line segregated cycle tracks** in some instances running behind the roadside treeline. Examples include the cycleway along the River Poddle west of Kimmage Road Lower, and the new two-way segregated cycle-track that will run inside the grounds of Hermitage Golf Club on the Lucan to City Centre CBC.

Examples of landmark trees and streets where the impact has been minimised significantly:

Nutley Lane

Our plans provide two options for Nutley Lane, both of which focus on the retention of trees. The number of trees that may be removed on Nutley Lane has now been significantly reduced **with all trees on the residential side of the road retained.**



Baggot Street

Between Baggot Street Upper and Lower it is anticipated that over 90% of trees along this section will **not** be impacted with only 4 trees on Baggot Street Upper still potentially impacted.



Pembroke Road

By reducing the width of the cycle track in places and reducing the length of the right-turn lane onto Lansdowne Road, **up to 90% of existing mature trees along this road will be retained with only 5 trees still potentially impacted.**



Merrion Road

By running a footpath and cycle track behind the existing trees, and reducing the width of both the existing footpath and cycle track, **it is anticipated that approximately 80% of trees along this section will be retained.**



St.Mobhi Road

Through the implementation of a one-way system, providing a cycle track behind the treeline and narrowing the footpath on St.Mobhi Road it is anticipated that over 85% **of existing trees will be retained.**



Rathgar Road

No tree removal or land acquisition is required on Rathgar Road meaning that all trees will be retained along this section.



Shankill

The introduction of Signal Controlled Priority greatly reduces the impact on trees through Shankill and Urban Realm improvements will also be provided along this section.



Finglas Road

Almost all of the existing trees will be retained along the Finglas Road dual carriageway. **Consequently, the number of trees to be removed from the Finglas – Phibsborough CBC has been reduced by approximately 75%.**

