

The background image shows a busy city street with a long queue of cars in traffic. A yellow and blue double-decker bus is in the foreground, moving through the traffic. To the right, several cyclists are riding on a dedicated cycle lane. The scene is captured from an elevated perspective, showing the flow of traffic and the surrounding urban environment with trees and buildings.

Briefing on Core Bus Corridors Project

4th December 2018

What's the big picture?

Greater Dublin Area Transport Strategy 2016-2035 sets overall framework for transport development

- **BusConnects Dublin** - a major programme to transform Dublin's bus services.
- **MetroLink** – a north-south high capacity spine from Swords to Sandyford, serving the airport and the city centre.
- **Dart Expansion Programme** - which will see the implementation of high-frequency Dart services on the Northern Line, the Kildare Line, and the Maynooth Line.



BusConnects – Bringing Solutions

1.3 What is BusConnects Dublin?

BusConnects Dublin is a major investment programme to improve public transport in Dublin.

It aims to overhaul the current bus system in Dublin through a 10 year programme of integrated actions to deliver a more efficient, reliable and better bus system for more people.



- Building a network of new bus corridors to make journey's faster and more reliable.
- New network of cycle lanes tracks.



- Redesign of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services.



- Develop a state-of-the-art ticketing system.
- Implementation of a cashless payment system.
- Simpler fare structure.



- New bus livery providing a common style across different operators.



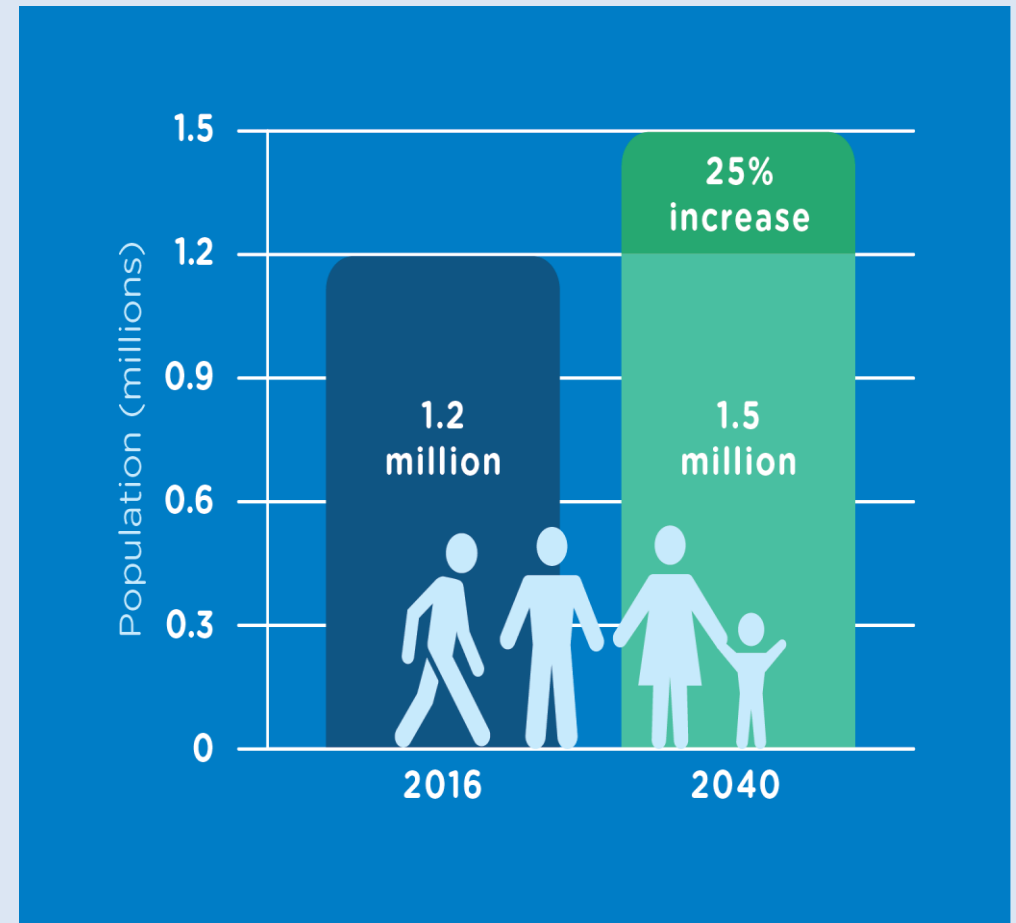
- New bus stops and shelters with better signage and information.
- Provision of bus based Park and Ride sites in key locations.



- Transitioning to a new bus fleet with low emission vehicle technologies.

BusConnects – Why we need it?

- Address congestion
- Enable population growth
- Allow economic growth
- Support housing



BusConnects – Why we need it?

- Deliver safer cycling
- Build on sustainable transport trends
- Improve accessibility
- Reduce CO² emissions



211,416

people crossed the canal inbound between 7.00am and 10.00am.



Over half

of all journeys into the city in the morning are now made on public transport.



107,160

people came into the city centre by using bus, train or Luas.



12,447

people cycled in. The highest number ever.



25,000

people walked in. Mode share for walking is **11.8%**.



70%

used sustainable modes.



Private cars carried **under 30%** of people for the first time.



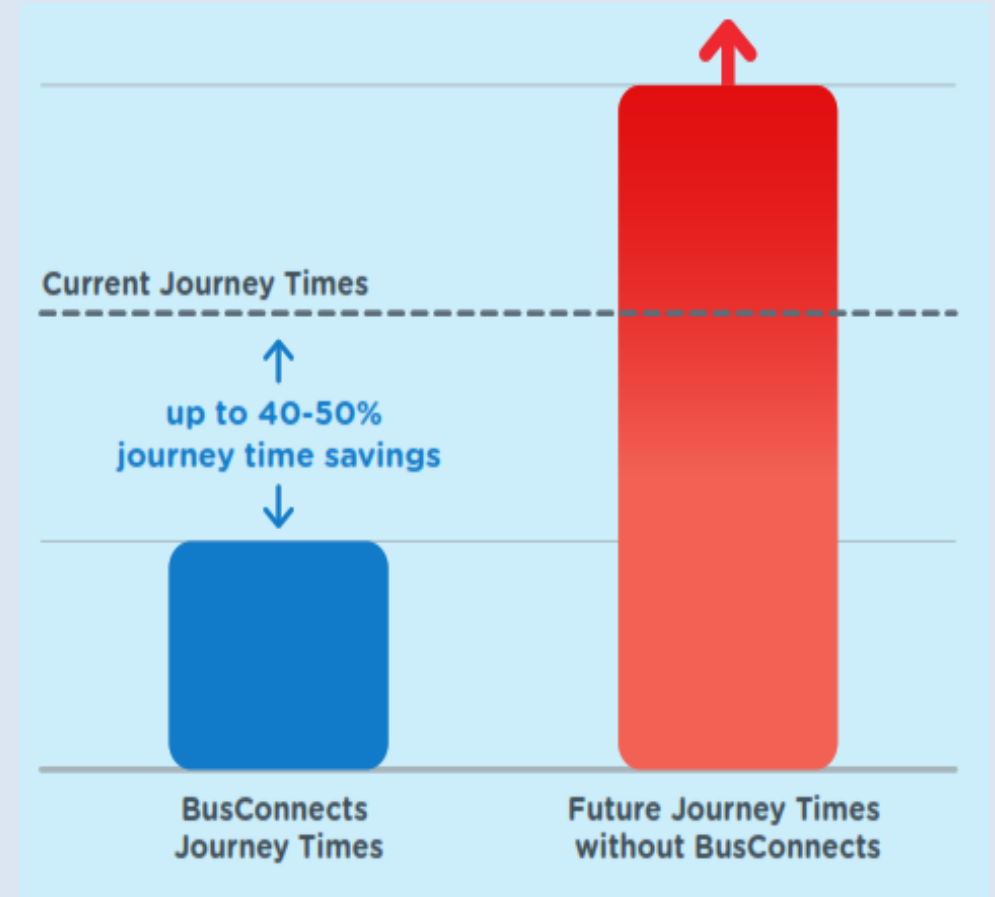
The more people use sustainable modes of transport, the **less congestion**.



Public transport also **reduces the amount of greenhouse gases and other emissions.**

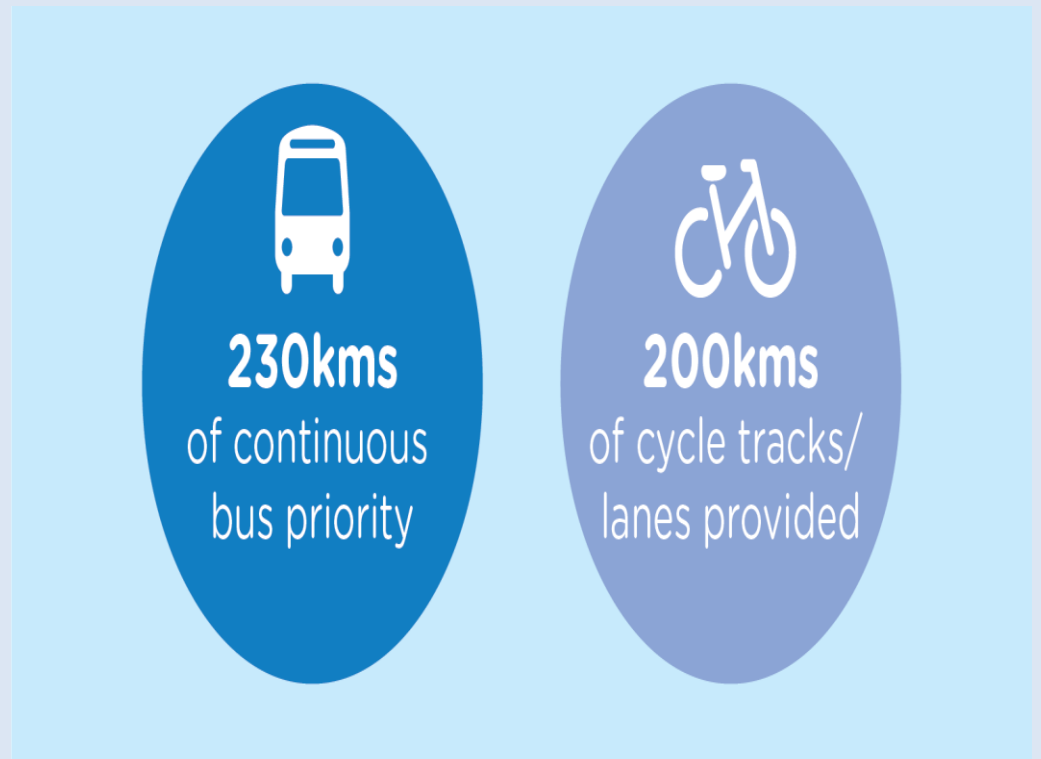
The Benefits it will bring

- **Time Savings:** Bus journey time savings of up to 40-50%
- **Reliability:** Reliable and punctual bus services
- **Bus Passenger growth** – Continue to build on 17% growth over last 3 years
- **Capacity:** Faster journey times means the same bus fleet can operate more services



The Benefits it will bring

- **Cycling:** BusConnects is the single biggest cycling infrastructure plan in the history of the state.
- **Greater Dublin Area Cycle Network Plan:** This initiative forms the foundation of the overall Greater Dublin Area cycle network plan.
- **Accessibility:** Improved footpaths and pedestrian facilities to access bus stops.
- **Improved urban centres:** Additional landscaping and outdoor amenities for local areas will be included as part of the building and design.



Recap -Discussion Document June 2018



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

Taking a phased approach for publication and consultation

- Prioritise potentially impacted householders
- Allows us to dedicate significant resources to each corridor



Radial Core Bus Corridors Emerging Preferred Routes Public Consultation Phases

Phase 1:
14th November 2018
to 15th February 2019

1. Clongriffin to City Centre
2. Swords to City Centre
5. Blanchardstown to City Centre
6. Lucan to City Centre

Phase 2:
Mid-January to
End March 2019

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

Phase 3:
Mid-February to
End April 2019

3. Ballymun to City Centre
4. Finglas to Phibsborough
13. Bray to City Centre
15. Blackrock to Merrion
14. UCD Ballsbridge to City Centre
16. Ringsend to City Centre.

Which corridors are first?

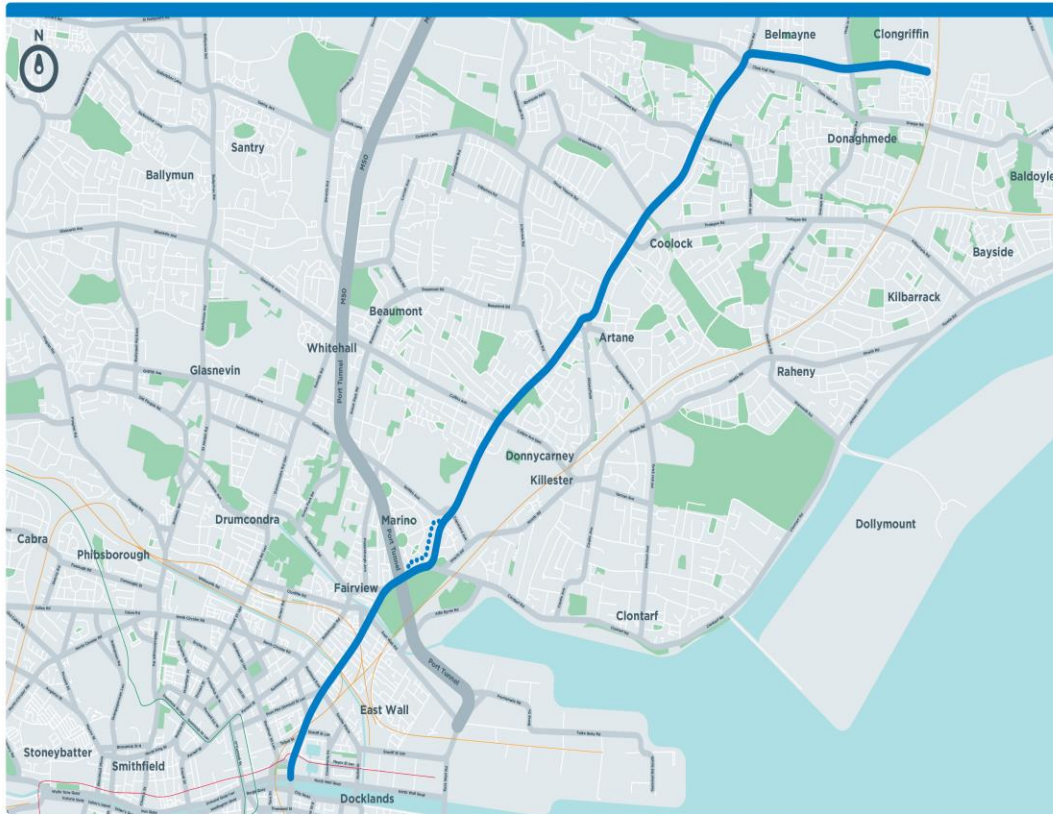
- Clongriffin to City Centre
- Swords to City Centre
- Blanchardstown to City Centre
- Lucan to City Centre



Clongriffin to City Centre Corridor

Key Facts

Clongriffin > City Centre Index Map



NOTE: The Emerging 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.

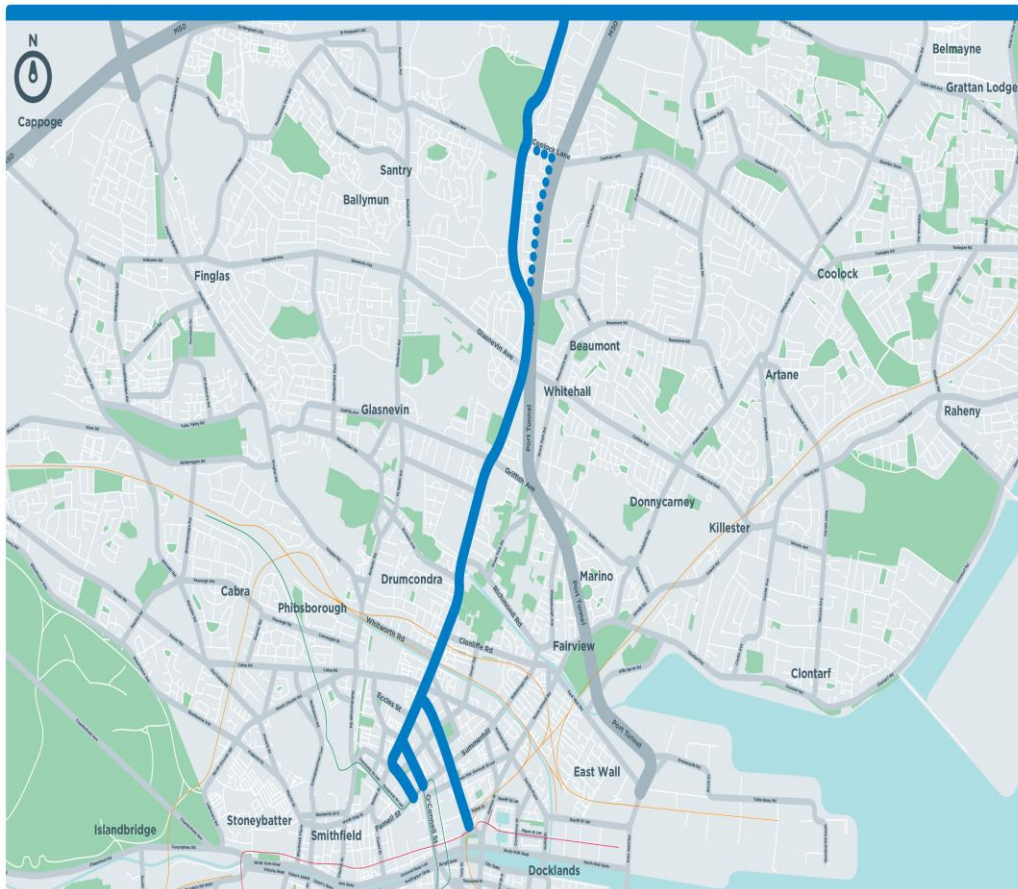
- Approximate Number of Properties that may be Impacted: **120**
- Approximate Number of On-Street Parking spaces that may be Removed: **31**
- Approximate Number of Roadside Trees that may be Removed: **100**
- Approximate Route Length: **10kms**
- Approximate New Cycle Lane Length: **6kms**
- Current Bus Journey Time **up to 65 mins**
- BusConnects Journey Time: **30-35 mins**
- Future Bus Journey Time without BusConnects: **85 mins +**

Swords > City Centre

Key Facts

Swords > City Centre

Index Map (continued)



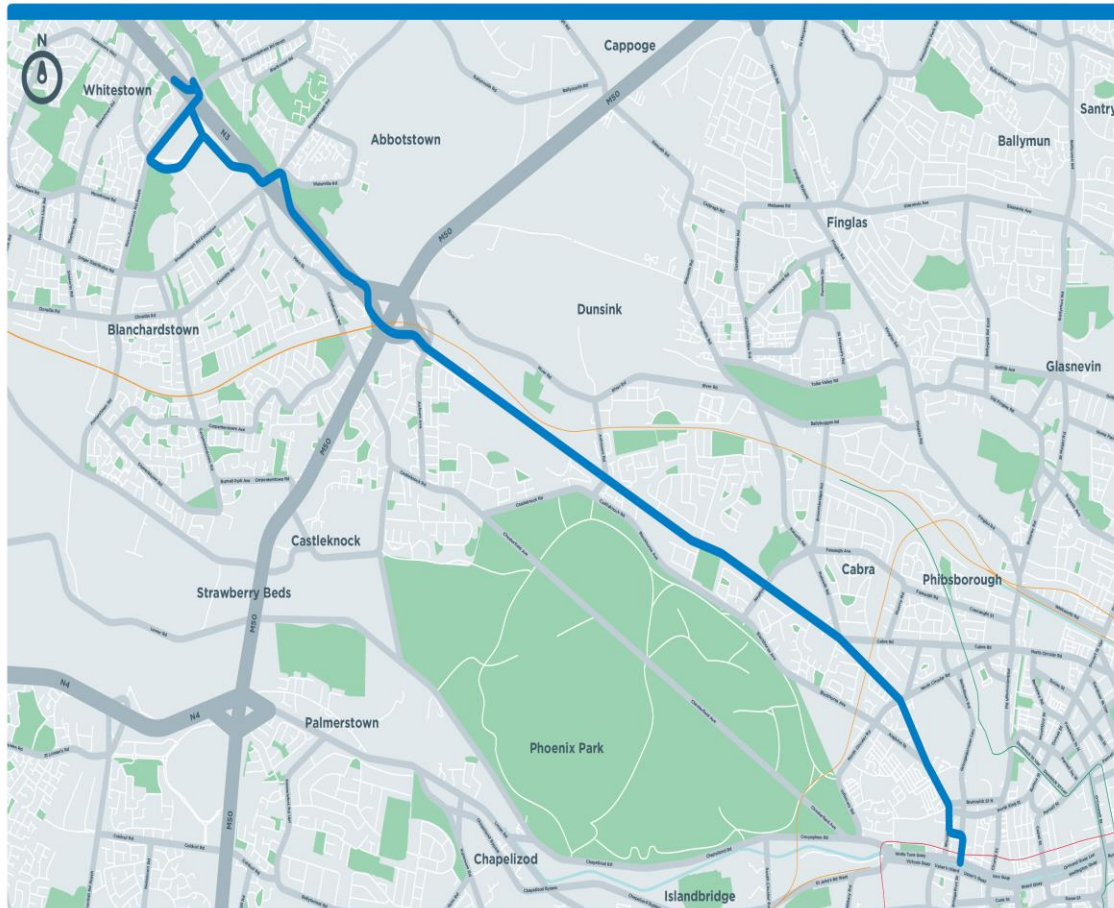
Key facts on previous slide.

Blanchardstown > City Centre

Key Facts

Blanchardstown > City Centre

Index Map



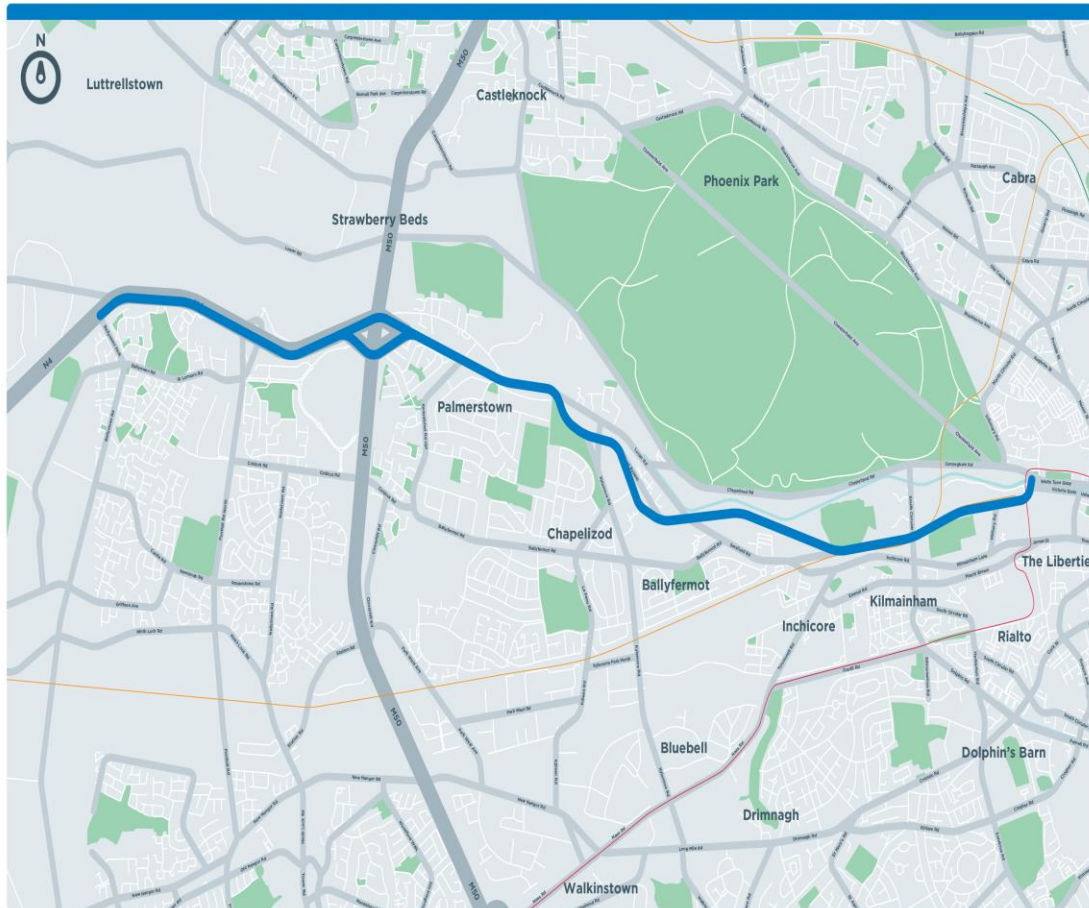
NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

- Approximate Number of Properties that may be Impacted: **100**
- Approximate Number of On-Street Parking Spaces that may be removed: **87**
- Approximate Number of Roadside Trees that may be Removed: **200**
- Approximate Route Length: **8kms**
- Approximate New Cycle Lane Length: **8kms**
- Current Bus Journey Time **up to 65 mins**
- BusConnects Journey Time: **20-25 mins**
- Future Bus Journey Time without BusConnects: **80 mins +**

Lucan > City Centre

Key Facts

Lucan > City Centre Index Map



NOTE: The Emerging 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.

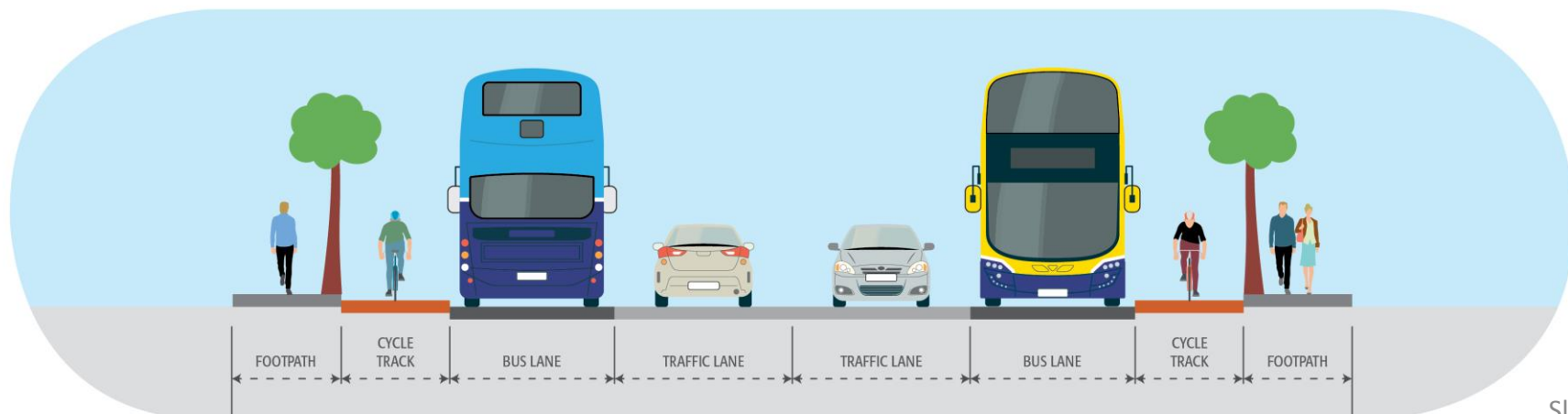
- Approximate Number of Properties that may be Impacted: **15**
- Approximate Number of On-Street Parking Spaces that may be Removed: **13**
- Approximate Number of Roadside Trees that may be Removed: **44**
- Approximate Route Length: **10kms**
- Approximate New Cycle Lane Length: **5kms**
- Current Bus Journey Time **50 mins**
- BusConnects Journey Time: **30-35 mins**
- Future Bus Journey Time without BusConnects: **60 mins +**

The project is not without its challenges

To achieve the dedicated bus lanes & cycle tracks for millions of bus passengers and tens of thousands of cyclists we have limited space to work with:

- Potential loss of portions of gardens, gardens walls and fencing
- Traffic changes
- Reduction of on-street parking
- Removal of trees
- Road works

Optimum Road Layout



How we will engage with general public?

- **Property owners** - All property owners potentially affected by the proposals notified by post and a one-to-one meeting is being offered with each of those impacted.
- **Community Forum** – The establishment of a community forum for each corridor where there will be an opportunity for a representative from Residents' Associations, Community Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process.
- **Public Information Events** - A series of public information meetings will be held in venues along the four corridors.
- **Submissions** - Written submissions and observations may be made:
 - Online at: www.busconnects.ie;
 - Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
 - By email to: cbc@busconnects.ie.



More people using public transport
= more space for everyone to move around