



Project Ireland 2040  
Building Ireland's Future



Údarás Náisiúnta Iompair  
National Transport Authority

*BusConnects Dublin*

*Blanchardstown to City  
Centre Core Bus  
Corridor*

*Meeting re Stoneybatter  
Tuesday 5<sup>th</sup> February 2019*



# What's the big picture?

The Transport Strategy for the Greater Dublin Area 2016-2035 sets out a framework to address the transport issues across the region. Three key projects:

- **MetroLink** – a metro between Swords and 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; and
- **BusConnects Dublin** – a programme of projects to make the bus system better, faster, more reliable and more useful to more people.



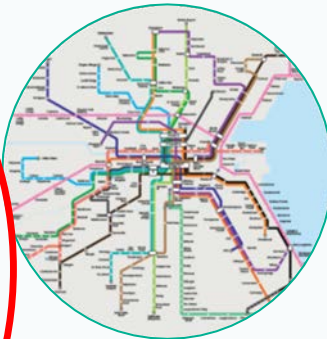
Currently the bus system carries 67% of all public transport passengers in Dublin, over three times the numbers carried by Luas and over four times the numbers carried by DART and commuter rail.

Improving the bus system is essential to improving public transport in Dublin.





Core Bus Corridors  
providing continuous  
bus priority



Redesign of  
Network of Bus  
Services



State-of-the-  
art Ticketing  
System



Simpler Fare  
Structure



Cashless  
Payment  
System



Park & Ride  
facilities



New Bus  
Livery



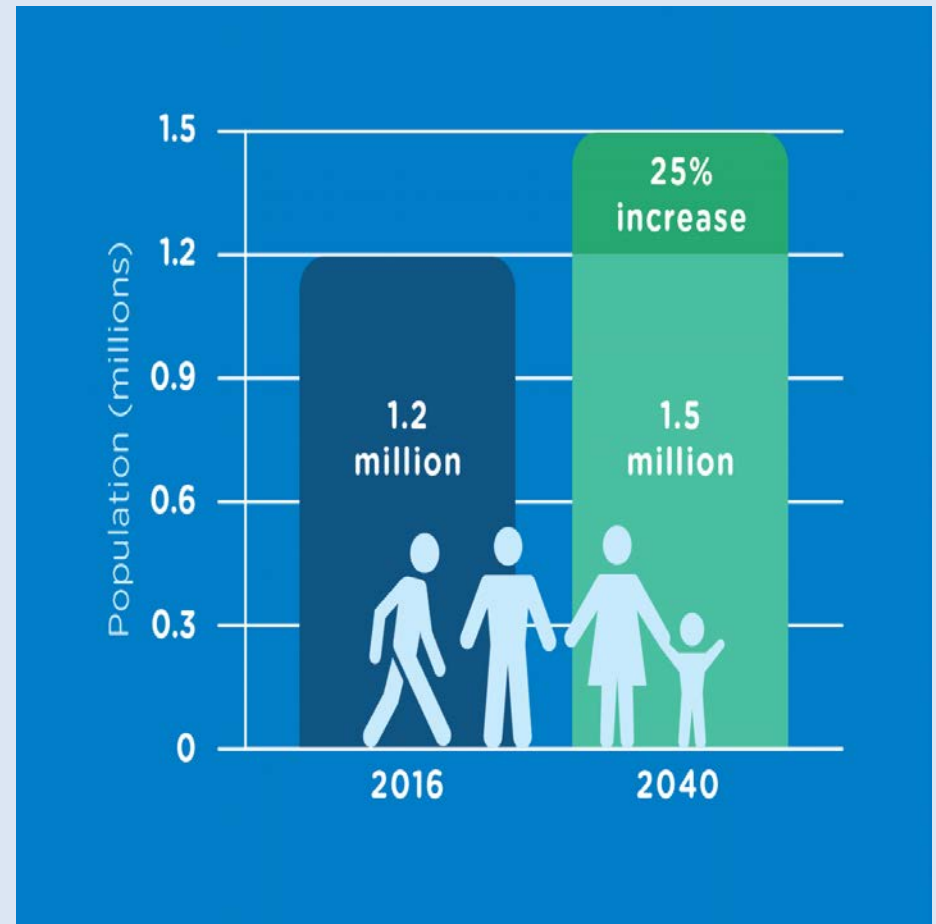
New Bus Stops  
+ Shelters



Use of Low  
Emission  
Vehicles

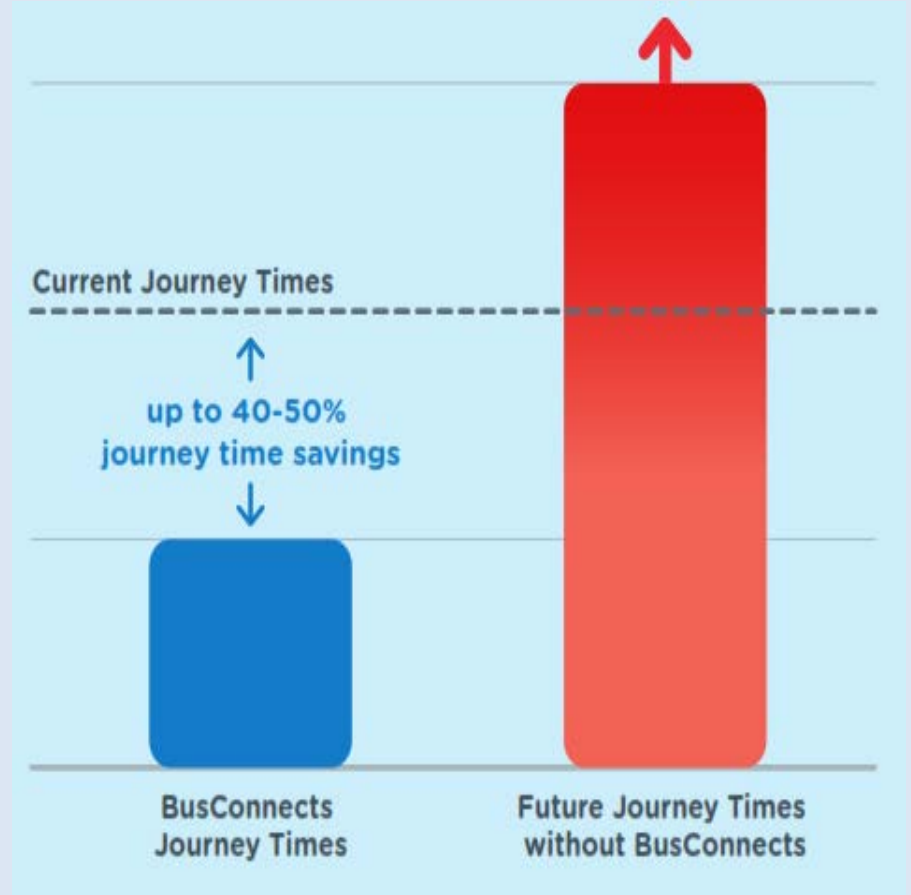
# BusConnects – Why we need it?

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



# The Benefits it will bring: For bus users

- **Time Savings:** Bus journey time savings of up to 40-50%
- **Reliability:** Reliable and punctual bus services
- **Capacity:** Increased capacity to carry a 50% uplift on current 140 million passengers per year. Faster journey times means the same bus fleet can operate more services.



# The Benefits it will bring: For Cycling and Urban Centres

**BUS  
CONNECTS**

TRANSFORMING CITY BUS SERVICES

- **Cycling:** BusConnects is the single biggest cycling infrastructure plan in the history of the state – 200kms of cycle tracks/lanes will be provided.
- **Greater Dublin Area Cycle Network Plan:** Delivery of the BusConnects corridors will provide the foundation of the overall Greater Dublin Area cycle network plan.
- **Improved urban centres:** BusConnects offers the opportunity to enhance some local centres and provide additional landscaping plus outdoor amenities at suitable local centres as part of the project.



**200kms of cycle track/lanes  
to be provided**



# Points to keep in mind .....

- This is a consultation process – nothing is decided yet
- The scheme is at “concept” stage only – the purpose of the maps is to provide a general layout and to “space-proof” the proposals. Many details are indicative only and will be developed more fully at the next design stage
- In this area the objective of the project is to provide priority for buses, safer and largely segregated cycling facilities, in addition to enhancing pedestrian facilities WHILE maintaining the unique local centre environment of the area and the sustainability of the local businesses
- There is scope to develop these proposals and to integrate them into an enhanced urban centre scheme through the Stoneybatter / Manor Street area
- The next design stage will involve urban landscape designers to develop more detailed proposals to achieve the above objective while enhancing the street environment
- Nothing is set in stone – there is scope to change the proposals and make them better for all



*Blanchardstown to City  
Centre Core Bus Corridor  
Stoneybatter Section*





# Consultations and Submissions

- **Website:** The Public Consultation document and other details are available on our website [www.busconnects.ie](http://www.busconnects.ie)
- **Submissions** - Written submissions and observations may be made:
  - Online at: [www.busconnects.ie](http://www.busconnects.ie)
  - Via post to: Core Bus Corridor Project, NTA, Harcourt Lane, Dublin 2
  - By email to: [cbc@busconnects.ie](mailto:cbc@busconnects.ie).
- The Consultation period for the Blanchardstown to City Centre Corridor has been extended to **Friday 1st March 2019**.



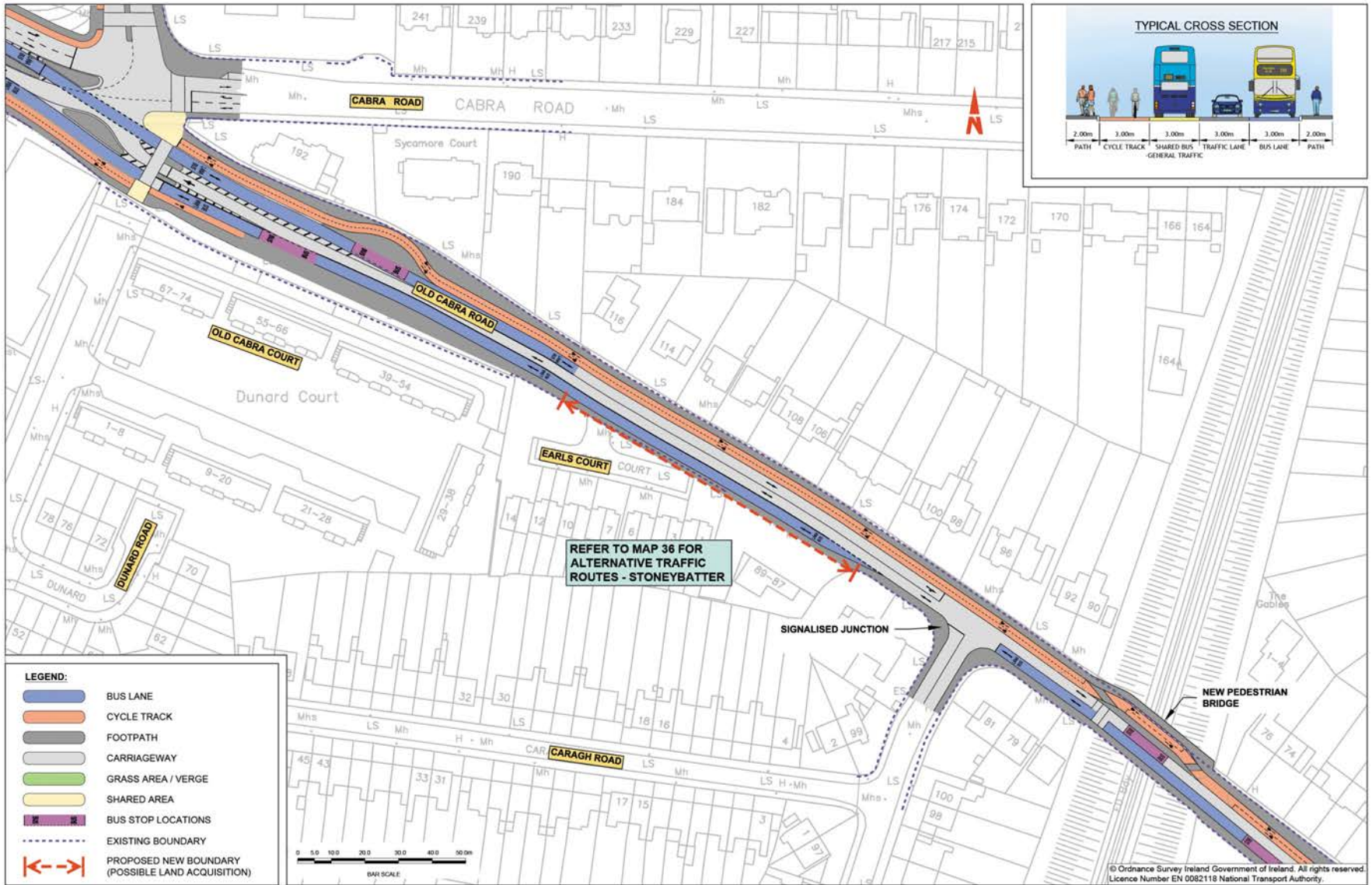
More people using public transport  
= more space for everyone to move around

**BUS  
CONNECTS**

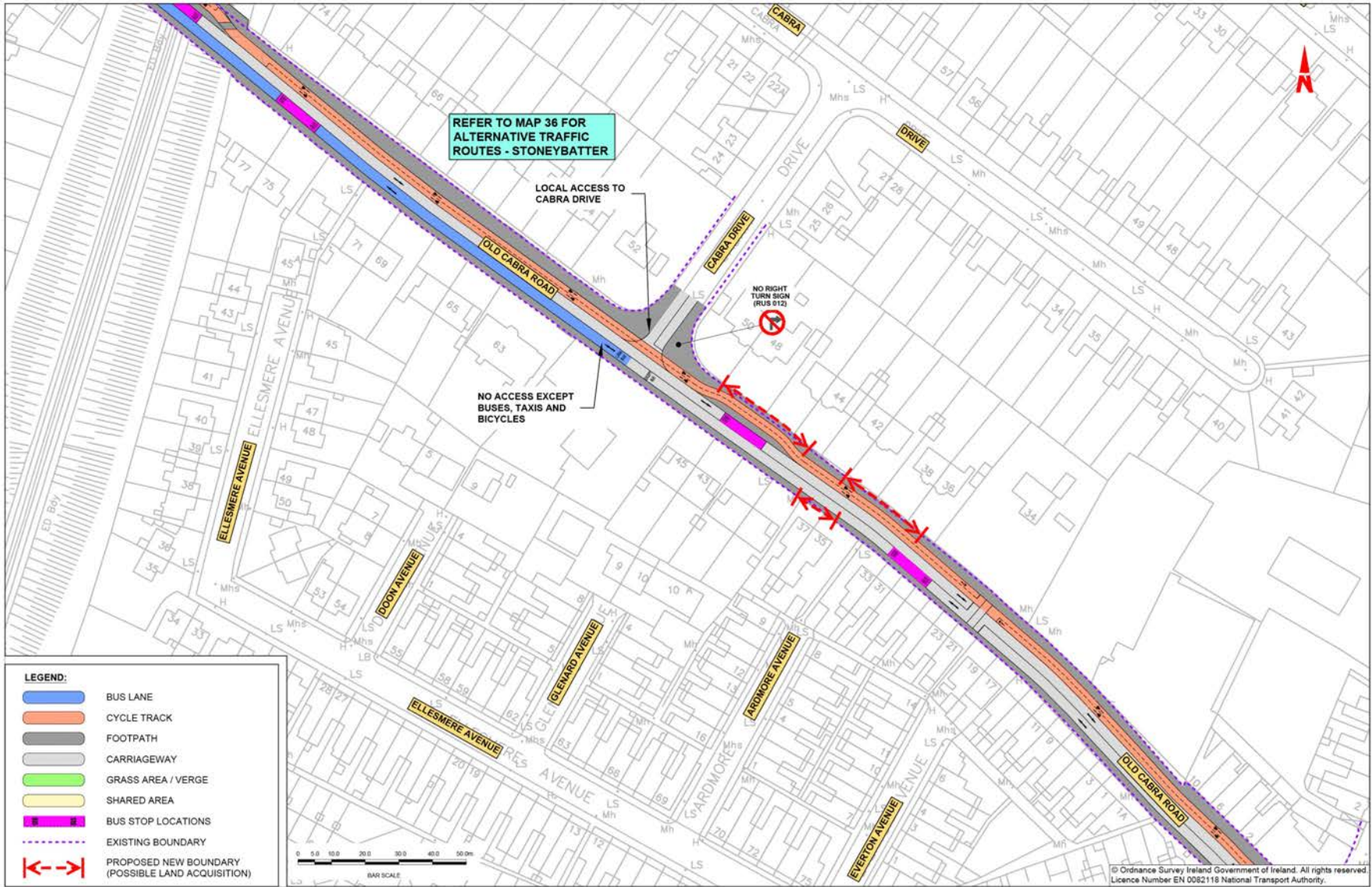
TRANSFORMING CITY BUS SERVICES



BusConnects Core Bus Corridors  
**5: Blanchardstown > City Centre**  
**MAP 28: Emerging Preferred Route**



**MAP 29: Emerging Preferred Route**












REFER TO MAP 36 FOR ALTERNATIVE TRAFFIC ROUTES - STONEYBATTER

LOCAL ACCESS TO CABRA DRIVE

NO ACCESS EXCEPT BUSES, TAXIS AND BICYCLES

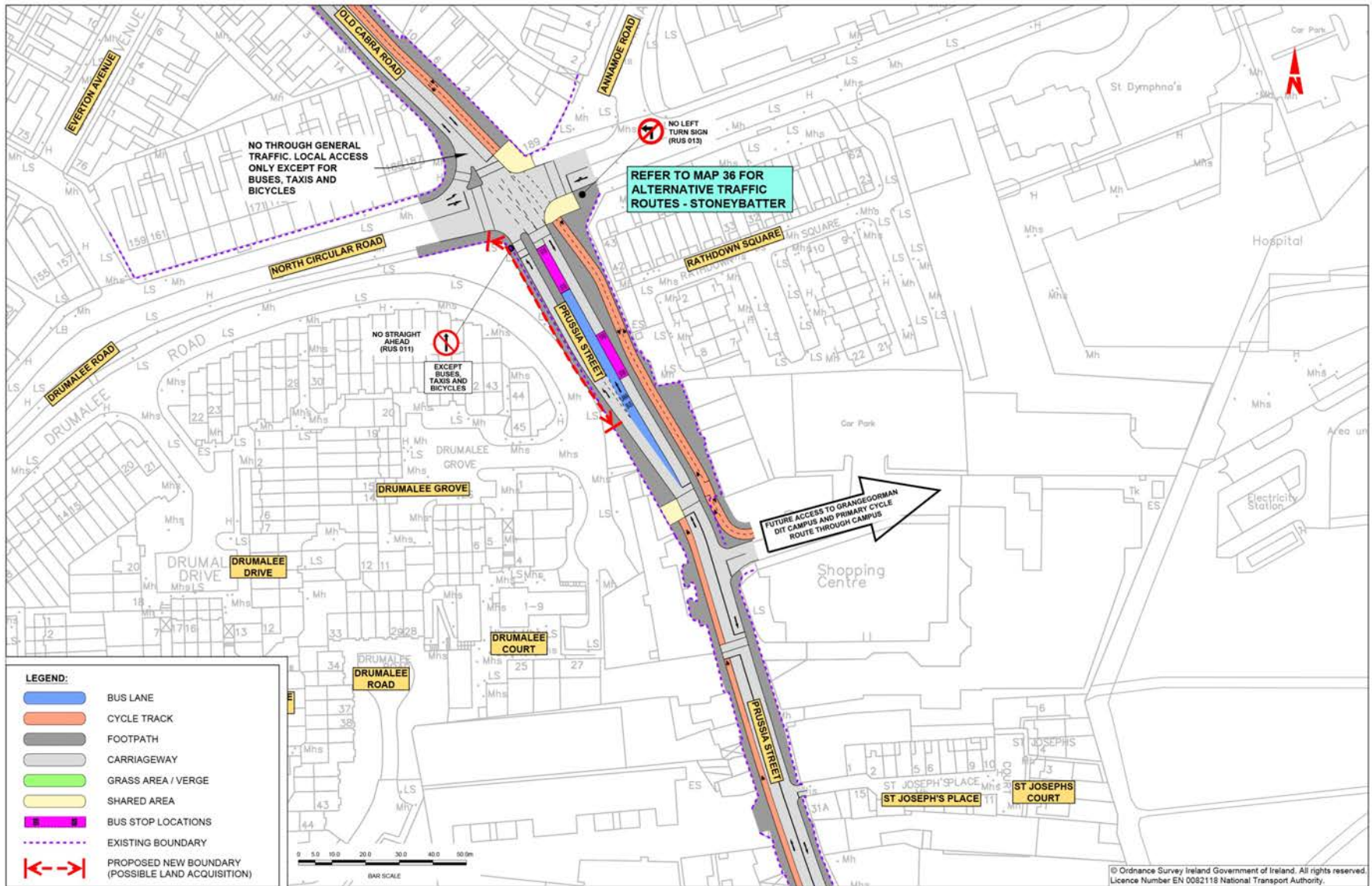
NO RIGHT TURN SIGN (RUS 012)

**LEGEND:**

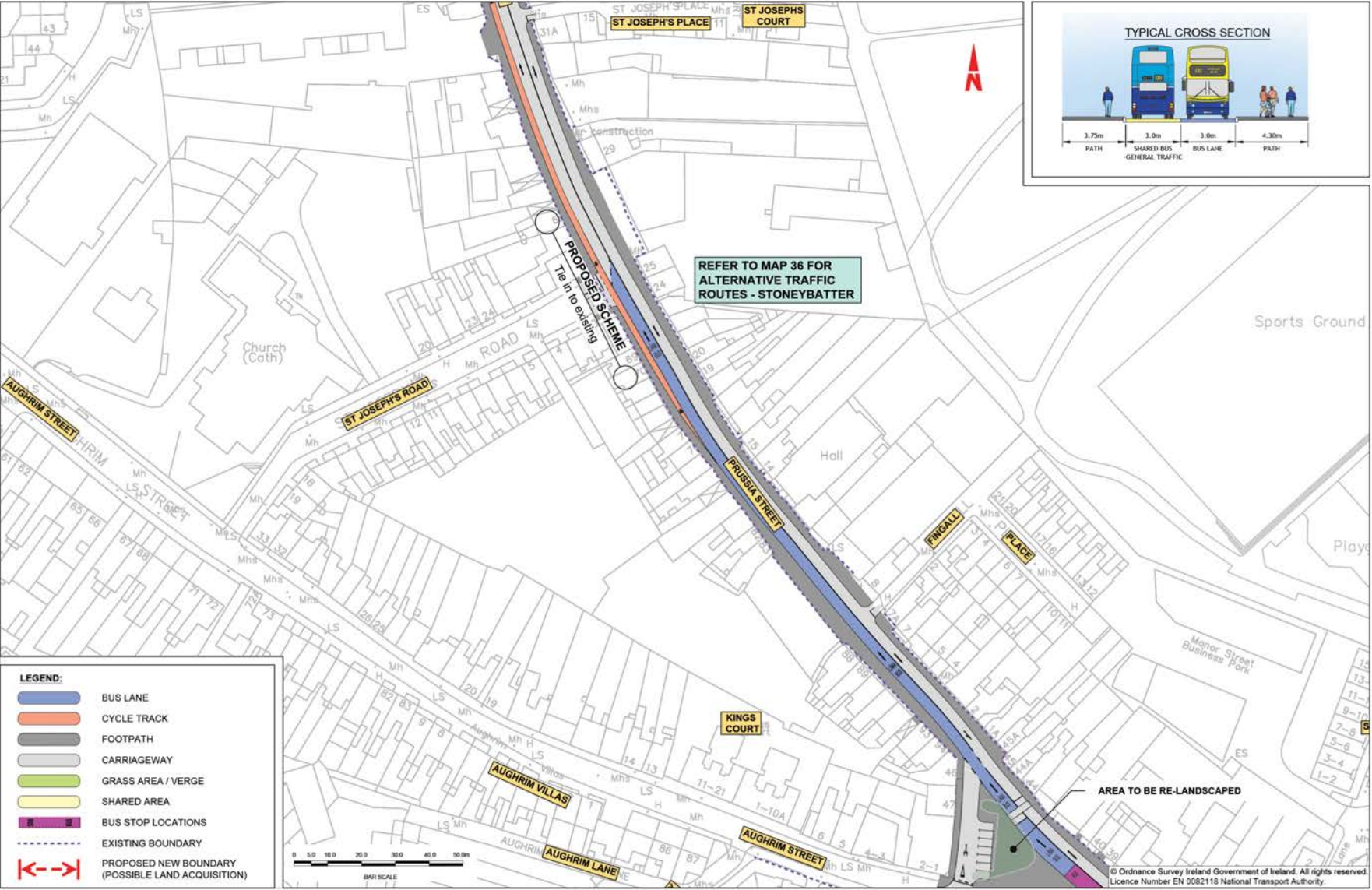
-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  SHARED AREA
-  BUS STOP LOCATIONS
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



BusConnects Core Bus Corridors  
**5: Blanchardstown > City Centre**  
**MAP 30: Emerging Preferred Route**



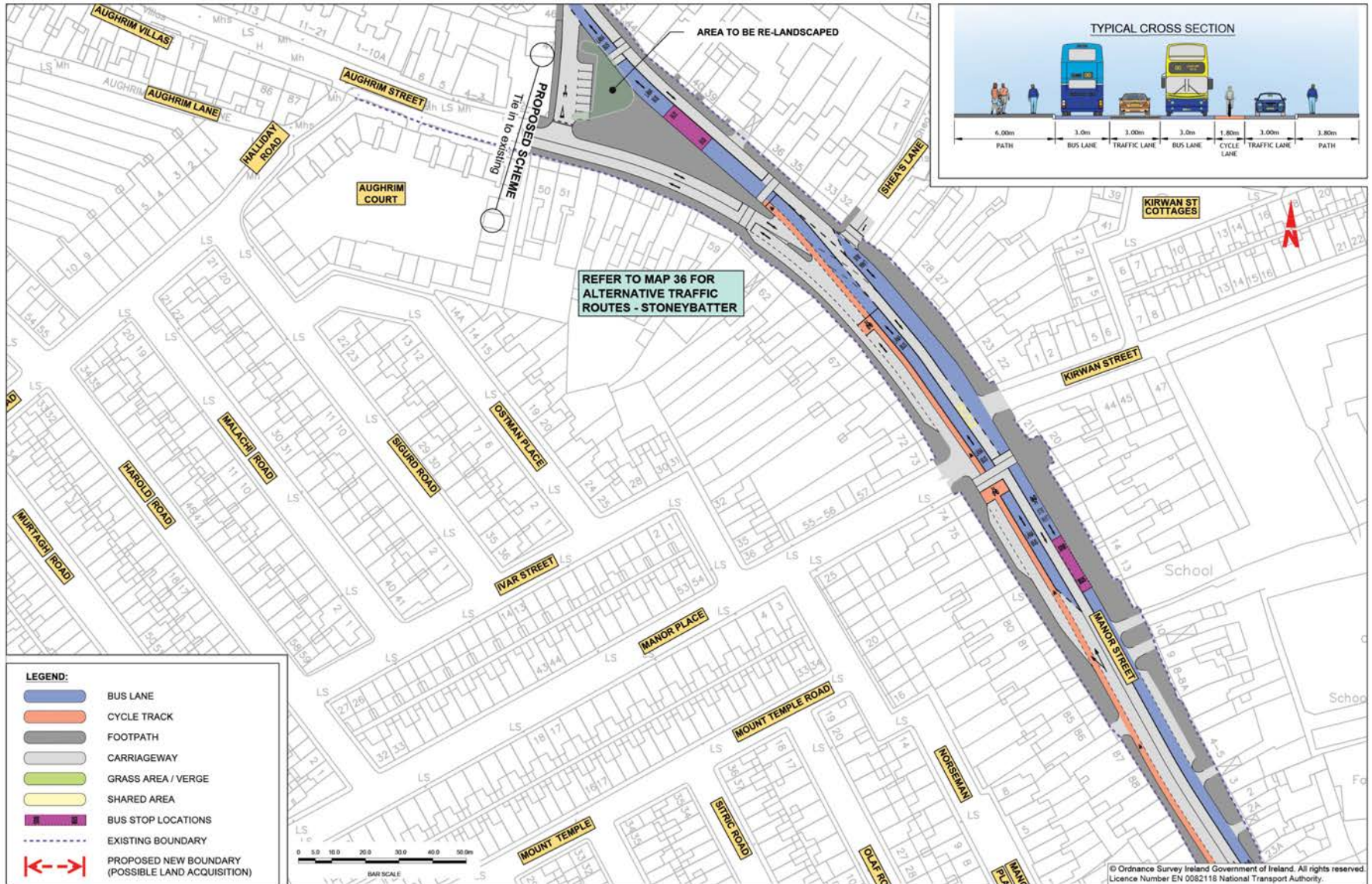
BusConnects Core Bus Corridors  
**5: Blanchardstown > City Centre**  
**Maps 31: Emerging Preferred Route**



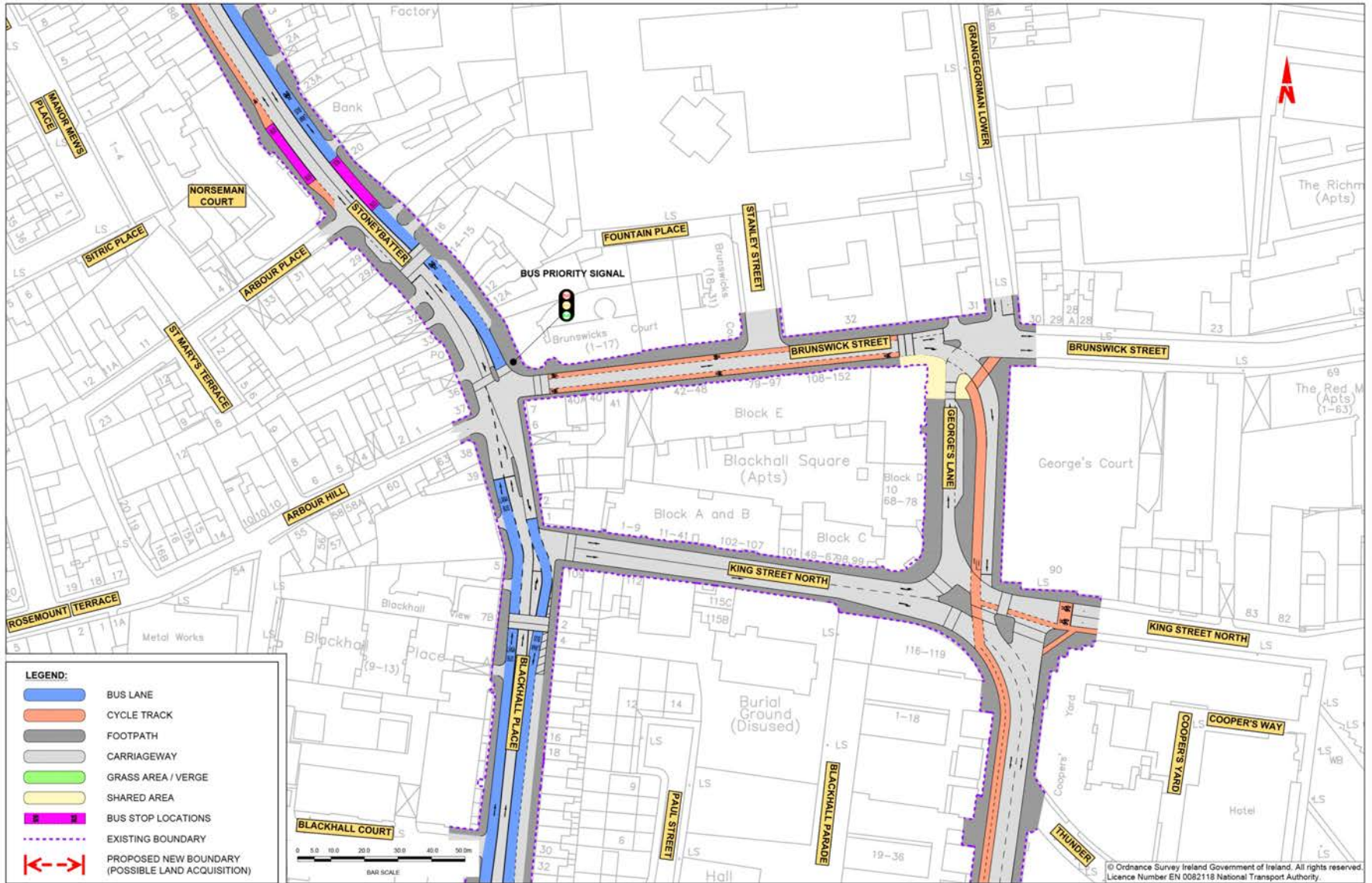
© Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number EN 0052118 National Transport Authority.



BusConnects Core Bus Corridors  
**5: Blanchardstown > City Centre**  
**Maps 32: Emerging Preferred Route**

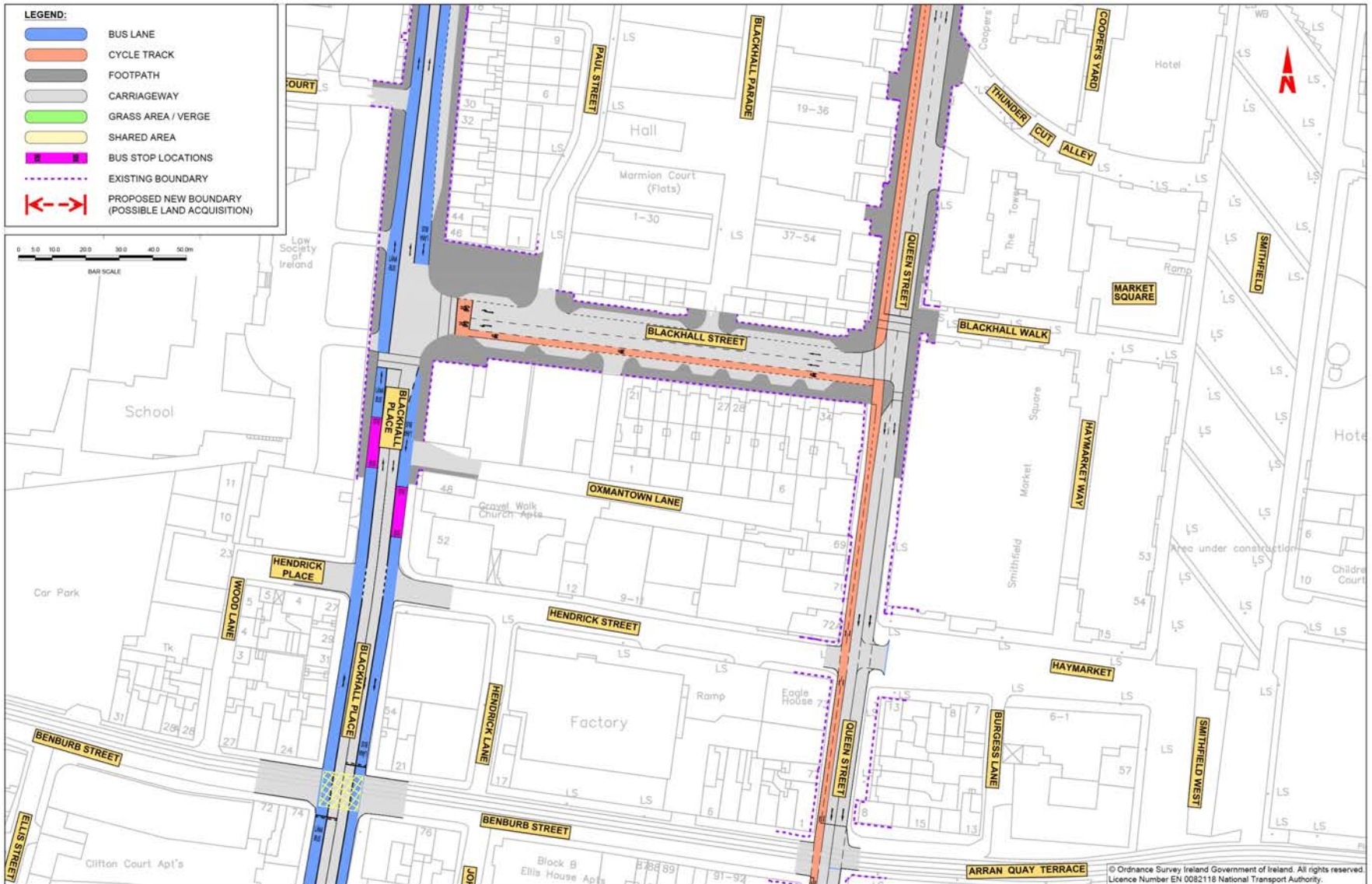


MAP 33: Emerging Preferred Route





BusConnects Core Bus Corridors  
**5: Blanchardstown > City Centre**  
**MAP 34: Emerging Preferred Route**



**MAP 35: Emerging Preferred Route**





