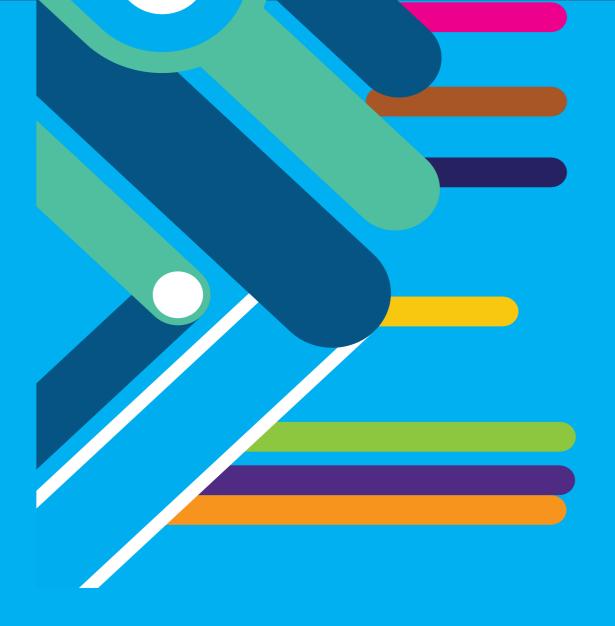


Clongriffin to City Centre Core Bus Corridor Scheme

Public Consultation Report 2018-2022

BUS CONNECTS



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Community Forum – Community Forums were established to create a two way communication process with representatives of local communities, establish and build relationships, provide timely updates on the designs and plans, whilst listening to the issues and concerns raised by members of the community. Membership of the Community Forums comprised of two representatives from local resident and community associations, all disability groups or special interest groups, business organisations and public representatives along each scheme.

Signal-controlled Bus Priority – Signal-Controlled Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructionson the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and when the bus has passed, the general traffic will then be allowed through the lights.

Bus Gate – A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis, and cyclists plus emergency vehicles. It facilitates bus priority by removing general through-traffic along the overall road where the busgate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

Cycle Lane – A cycle lane is a lane on the carriageway that is reserved either exclusively orprimarily for cycling and is separated from general traffic or bus lanes by road markings.

Cycle Track – A cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb.

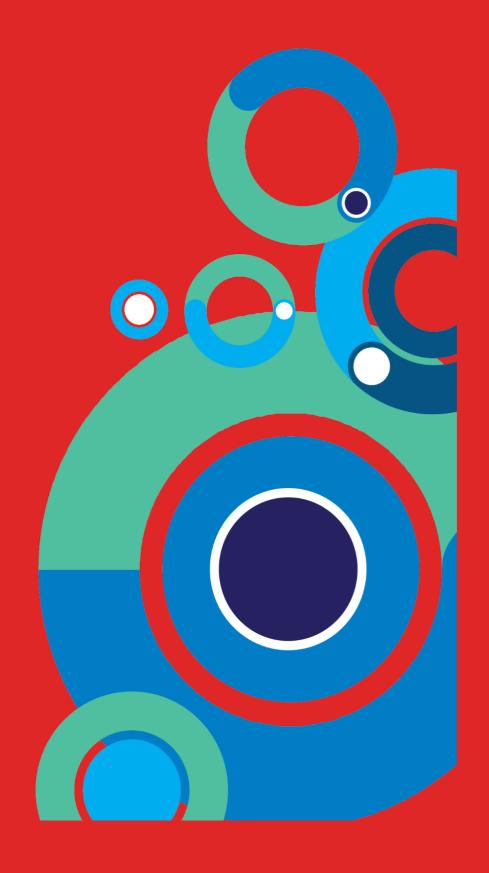
Virtual Bus Priority – This refers to cases where physical bus priority (i.e. bus lanes) is not provided, and instead, bus priority is provided within the general traffic lane through the use of signal-controlled priority or bus gates to control the movements of general traffic.

Protected Junctions - Refers to junctions, which provide physical kerb buildouts to protectcyclists through the junction. Due to the inherently complex nature of mixed mode movements junctions, the provision for cyclists at junctions is a critical factor in managing conflict and providing safe junctions for all road users. As such, this is the preferred layout for signalised junctions as part of the CBC Infrastructure Works.

Greenway – A greenway is a recreational corridor for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area. These routes should meet satisfactory standards of width, gradient and surface condition to ensure that they are both user-friendly and low risk for users of all abilities.

Carbon - The term Carbon is used to refer to carbon emissions or Green HouseGas Emissions interchangeably.

1. Introduction



1.1 Report Objectives

The main objective of this report is to outline the extensive public consultation and stakeholderengagement undertaken for the Clongriffin to City Centre Core Bus Corridor Scheme (herein after called the Proposed Scheme), which is one of the schemes of the BusConnects Dublin Core Bus Corridors Infrastructure Works (herein after called the CBC Infrastructure Works). The Proposed Scheme is one of twelve stand-alone Core Bus Corridor (CBC) schemes to be delivered under the BusConnects Dublin - Core Bus Corridors Infrastructure Works.

The CBC Infrastructure Works, once completed, will deliver the radial core corridors identified in the Greater Dublin Transport Strategy Area 2016-2035 (herein after called the GDA Transport Strategy).

The BusConnects Dublin Programme is the National Transport Authority's (NTA) programme to greatly improve bus services in the Greater Dublin Area and the CBC Infrastructure Works is one-element of that Programme, itself containing 12 stand-alone Proposed Schemes. It is a key part of the Government's polices to improve public transport and to contribute to addressing climate change in Dublin and other cities.

The NTA established a dedicated BusConnects Infrastructure team to advance the planning and construction of the CBC Infrastructure Works. It comprises an in-house team including technical and communications resources and external service providers procured from time-to-time to assist the internal team in the planning and design of the 12 Proposed Schemes.

The CBC Infrastructure Works will deliver a major component of the overall Core Bus Routes asidentified in the GDA Transport Strategy, encompassing the delivery of approximately 230km of dedicated bus lanes and 200kms of cycle tracks along 12 stand-alone Core Bus Corridors Proposed Schemes. In addition, the programme of works is also a critical element of the National Development Plan 2018-2027, National Development Plan 2021-2030, Climate Action Plan 2019 and Climate Action Plan 2021.

The 12 stand-alone Core Bus Corridor Schemes to be delivered under the CBC Infrastructure Works are:

- The Clongriffin to City Centre Core Bus Corridor Proposed Scheme;
- The Swords to City Centre Core Bus Corridor Proposed Scheme;
- The Ballymun / Finglas to City Centre Core Bus Corridor Proposed Scheme;
- The Blanchardstown to City Centre Core Bus Corridor Proposed Scheme;
- The Lucan to City Centre Core Bus Corridor Proposed Scheme;
- The Liffey Valley to City Centre Core Bus Corridor Proposed Scheme;

- The Tallaght / Clondalkin to City Centre Core Bus Corridor Proposed Scheme
- The Kimmage to City Centre Core Bus Corridor Proposed Scheme;
- The Templeogue / Rathfarnham to City Centre Core Bus Corridor Proposed Scheme;
- The Bray to City Centre Core Bus Corridor Proposed Scheme;
- The Belfield / Blackrock to City Centre Core Bus Corridor Proposed Scheme; and
- The Ringsend to City Centre Core Bus Corridor Proposed Scheme

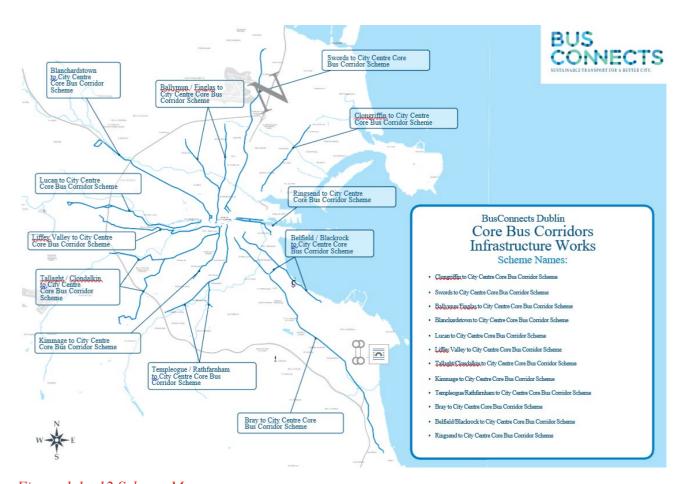


Figure 1.1 - 12 Scheme Map

1.2 Proposed Scheme Overview

The Proposed Scheme measures approximately 5.7km from end to end.

The Proposed Scheme commences at the Mayne River Avenue – R107 Malahide Road Junction to the north of the Northern Cross (Malahide Road / Clarehall Avenue) Junction. The start of thescheme ties into a separate project being developed by Dublin City Council (DCC) namely the Belmayne Main Street and Belmayne Avenue Scheme which provides bus and cycle linkages to Clongriffin Dart Station. The Proposed Scheme is routed via Malahide Road to the junction with Marino Mart / Fairview and also routed via the junction with Malahide Road[1]Brian Road along Carleton Road, St. Aidan's Park, Haverty Road and Marglann Marino. From here the Proposed Scheme ties into a separate approved Dublin City Council project, the Clontarf to City Centre Cycle Scheme which has been permitted by DCC and is expected to begin construction in 2022.

Clongrifin to City Centre Core Bus Corridor Scheme

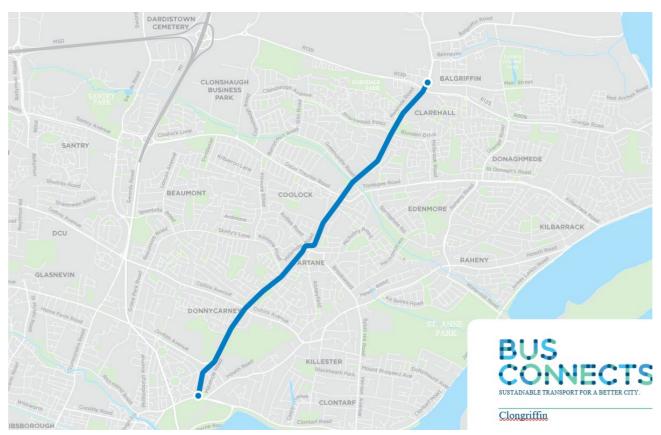


Figure 1.2: Route of the Proposed Scheme

1.3 Report Components

This report has two key components – a comprehensive summary of the Non-Statutory PublicConsultations and Stakeholder Engagement processes for the CBC Infrastructure Works as a whole. It also provides a detailed record of the individual consultation and engagement processes for the Clongriffin to City Centre Scheme through each round of consultation.

The rationale for the two components, is that, although the consultations on all the ProposedSchemes were carried out individually, they also formed integral parts of the overarching CBC Infrastructure Works public consultation process.

It is important to not only review the consultations for each Proposed Scheme on a stand- alone basis, but also with the full context of the whole CBC Infrastructure Works consultations. Therefore, the report structure is set out to provide a complete and inclusive assessment of the strategy framing the consultation process, the timeline of activity, the communication tools and processes as well as the dedicated engagement framework for reaching out to key stakeholders.

Copies of all the non-statutory public consultation and stakeholder engagement material for both the Clongriffin to City Centre Core Bus Corridor Scheme and the complete CBC Infrastructure Works are in the Appendices of this report.

The structure for the remainder of the report is set out as follows:

Chapter 2 - Consultation Strategy on the overall Core Bus Corridor Infrastructure Works

Chapter 3 — Consultation Timeline on the Core Bus Corridor Infrastructure Works

Chapter 4 – Communication Tools and Engagement Practices on Core Bus Corridor Infrastructure Works

Chapter 5 – Direct Engagement with Key Stakeholder Groups on Core BusCorridor Infrastructure Works

Chapter 6 – Consultation on Clongriffin to City Centre Core Bus Corridor Scheme

Chapter 7 – Summary and Conclusion

2. Consultation Strategy On Core Bus Corridor Infrastructure Works



2.1 Objectives

As one of the largest infrastructural works currently being undertaken by the State, the NTA, through its BusConnects Infrastructure team, set out to undertake a lengthy period ofnon-statutory public consultation to take account of the views of a significant range of key stakeholders across the Dublin area including the general public and importantly those directly affected by the CBC Infrastructure Works.

The first aim of the non-statutory consultation process was to inform stakeholders about the proposal, the reasoning for its development, its linkage to public policy priorities, its benefits and potential impacts on the city.

Secondly, the BusConnects Infrastructure team sought to open up a two-way channel of communication to help inform the development of the CBC Infrastructure Works. The feedbackreceived through this engagement would prove critical in reassuring stakeholders about the consultation process as being an effective and informative process to inform the draft designs and planning. Some amendments, adaptions and mitigating measures on the impact along

Proposed Schemes were included as a direct result of the consultation process.

Thirdly, the development and execution of a comprehensive engagement and communicationsstrategy would help to keep stakeholders updated on the development of the plans along each of the 12 stand-alone Core Bus Corridor Schemes. Given the complexity of the CBC Infrastructure Works, it was vital to continually communicate the evolution and changes to the proposed Scheme.

Finally, rolling out the non-statutory consultation process would ultimately help to enhance aspects of the original proposals and ensure the final designs for the CBC Infrastructure Works took into account local concerns and mitigating strategies.

2.2 Approach

A strategic approach to engagement was adopted from the very outset of the launch of theBusConnects Dublin CBC Infrastructure Works. Detailed processes and structures were put in place regarding stakeholder engagement and communicating to the public regarding the consultations. Public awareness, consultation, feedback and stakeholder engagement have been important to inform the extensive planning and design process of the BusConnects DublinCore Bus Corridors Infrastructure Works. A dedicated BusConnects communications team was established in 2017. This team works closely with the technical members of the BusConnects Infrastructure team at every stage of planning and design to facilitate good communications.

The communications approach taken has been:

- To continually raise public awareness and understanding about the CBC Infrastructure
- Works and our objectives;
- Have the widest possible range of stakeholders and general public engaged in the
- consultations;
- To inform and build relationships with our key stakeholders;
- To consistently provide information through a range of communication channels and accessible formats;
- To be proactive regarding public information and stakeholder engagement.
- To listen and learn especially where submissions and observations demonstrate informative local knowledge and experience.
- To where practical respond constructively to consultees' comments throughout the design
- and planning processes;
- To have active and sustained two-way communication and stakeholder engagement not just during the non-statutory public consultation rounds but consistently since 2017.

2.3 Plan Development

Comprehensive consultation and engagement arrangements were developed to deliver the non-statutory public consultation rounds. A wide range of communication channels were used to raise awareness of the consultations at each round and inform stakeholders and the general public of the latest proposals. Details of the consultation communications and engagement processes are set out in Chapters 3 and Chapter 4.

2.4 Execution and Impact

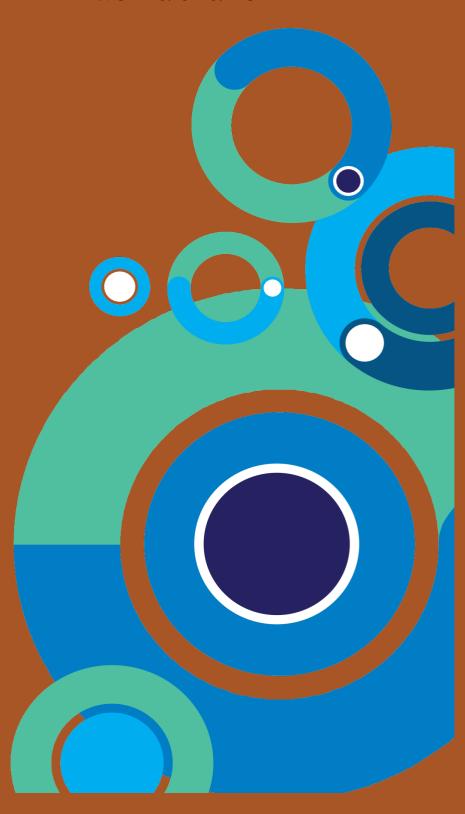
The following is a summary of the whole CBC Infrastructure Works communication channels and level of engagement since the first round of consultation was launched in November 2018.

These included:

- One to One/Face-to-face meetings with Potentially Impacted Properties: 579
- Public Information Events & Attendees: 18 public information events with approx. 1,600 attendees
- Community Forums & Attendees: 41 community forums with membership of 1,400 (Approx. 5,000 attended across all forums)
- Resident Group Meetings: Meeting with 39 groups across the 12 schemes with approx. 90 meetings.
- No. of submissions received in total 17,132
- Printed Brochures no. in total: 32,650
- Website visitors Total to-date: 143,775
- Twitter: 3.6 million tweet impressions, 4,316 followers
- Emails and Freephone numbers: 11,630 emails (excluding submissions)
- Freephone: 3672 calls received
- Virtual Room visitors Total: 6,039
- Number of letters issued: Approx. 4,732 to-date
- Public information advertisement campaigns: 81 newspaper advertisements, 418 radio advertisements, 776 bus shelter public consultation information messages, on bus-Dublin Bus A2 x 500, GAI A2 x 40, 55 x Luas Portraits, 150 x Luas Straplines, 15 x Luas Columns, various social media campaigns also took place.

(Audience Reach for these campaigns was 9,821,969 for print and online reach was 33,685,566. Audience reach data is sourced from MediaTel and gives an indication of the potential audience your coverage has reached. Online reach is derived from unique daily user figures and is adjusted for Ireland internet audience size.)

3. Consultation Timeline On the Core Bus Corridor Infrastructure



3.1 Background

In May 2017 the NTA launched the BusConnects Programme and then in June 2018 published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of Core Bus Corridor Routes across Dublin. Details of the Programme launches and associated Documents can be seen in Appendix 1 and 2 respectively.

3.2 Rounds of Consultation

Since the commencement of the non-statutory period of the CBC Infrastructure Works, there has been a total of three rounds of non-statutory public consultation.

3.2.1 First Round of Non-Statutory Public Consultation

The first round of non-statutory public consultation on the Emerging Preferred Route Options was from November 2018 until May 2019 divided into three phases (See Figure 3.1 below). The reason it was divided into three phases was primarily due to the fact that the BusConnects Infrastructure team carried out all aspects of the first round without external design service providers having been appointed at that stage. Moreover, the BusConnects Infrastructure team sought to gain maximum engagement from the public from the commencement of the CBC Infrastructure Works to raise awareness, establish relationships and gain immediate insight and knowledge of the issues at an early stage.

It was also important that at the start of the non-statutory consultation that considerable time and resources were dedicated by the BusConnects Infrastructure team to initiate contact with potential impacted properties. Each of the potentially impacted property owners were offered theopportunity to meet with members of the BusConnects Infrastructure team on a one-to-one basis which meant a significant amount of resources had to be dedicated to this process.

3.2.2 Second Round of Non-Statutory Public Consultation

The non-statutory public consultation for the Preferred Route Options ran fromMarch 2020 to April 2020 as Ireland entered the first lockdown due to the Covid-19 pandemic. The consultation continued in deference to the number of online submissions received during this period. A number of public facing elements of the consultation were cancelled in line with Government health guidelines, however, all other elements of the consultation including online versions of the brochures, supporting documentation were available. Other communication toolsincluding the freefone, email and digital aspects remained active for submissions to be received.

3.2.3 Third Round of Non-Statutory Public Consultation

This round of non-statutory public consultation for the Preferred Route Options from November 2020 to December 2020 was added due to the disruption caused to the second-round consultation process. It was important that further engagement was facilitated to communicate design development changes prior to concluding the

determination of the Preferred Route Options. Methods had emerged whereby traditional public information events could be replaced by virtual online alternatives to offset the restrictions that continued associated with the Covid-19 Pandemic. Accordingly, all elements of the public consultation and stakeholderengagement were conducted virtually or online in line with the Government health guidelines.

3.3 Calendar of Engagements

^{*} Because of geographic proximity and other interactions, a number of the sixteen individual corridorswere amalgamated resulting in 12 Core Bus Corridor Schemes

4. Communication Tools and Engagement Practices on The Core Bus Corridor Infrastructure Works



4.1 Background

The public consultation tools included a dedicated website, public information events, communityevents, range of digital channels, traditional published material, press and radio advertising, outdoor advertising, presentations, infographics and virtual formats. The following paragraphs sets out the public consultations at a CBC Infrastructure Works level for all schemes. Chapter 6 provides specific details for the Clongriffin to City Centre Core Bus Corridor Scheme consultation and engagement.

4.2 Published Material

Brochure - At each phase of the three non-statutory public consultations an individual brochurewas recreated for each of the Core Bus Corridor Routes. The brochures were printed both in hard copy and online to view and download on the BusConnects website. They were available in a range of formats including PDF, HTML, Irish and Audio on the website.

Over the three rounds of non-statutory public consultation, 32,000 hard copies were printed and made available. The Core Bus Corridor Brochures for the Emerging Preferred Route for each of the routes were made available to all key stakeholders – commencing with a copy for all potentially impacted property owners – and available at all public information events, CommunityForums, posted free of charge to members of the public by emailing or contacting the Freefone. Public Representatives were also provided with large volumes of copies of brochures on request.

For the second and third round of non-statutory public consultation, an updated version of each of the Core Bus Corridor Brochures for the Preferred Route was produced for both rounds. Each round of brochure contained the latest updated designs and key changes to previous versions of the proposals. The second and third round of public consultation brochures were made available in online, accessible and hard copy formats as per the first round. Due to Covid-19 restrictions, the print version was madeavailable on request only and provided to all potentially impacted properties owners. All other formats were available online.

Copies of Brochures were available at all public information events and community forums pre-Covid. The brochures were also a feature of the virtual consultation rooms which are outlined further in this chapter.

Each brochure provided information of the BusConnects objectives, route maps along the particular Proposed Scheme, accompanied with a route description, key changes and facts, and details for queries and submission process including timelines and next steps.

See Appendix 3A, 4A and 5A for a copy of the three versions of the Brochure for this Proposed Scheme.

Below is an extensive but not exhaustive list of other published material which supported the non-statutory process of public consultation – all of which were made available to download, print or view on the BusConnects website.

These included the following:

- Brochures for each Core Bus Corridor
- Summary "What is BusConnects" information leaflet
- BusConnects Core Bus Corridor Project Discussion Document June 2018
- Fact Sheets
- Preferred Route Option reports
- Background and Technical Documents including Draft Traffic Impact Assessments Reports, Approach to Environment Impact Assessments Report, Feasibility and Options Reports per Scheme
- Consultation Reports (following first round of public consultation)
- Community Forum Presentations
- Public Realm Design Document
- Graphics and infographics
- Press releases
- Infographics
- Comment Sheets
- Online Web Forms
- A range of animations and videos
- Press advertisements

For a complete list of published materials available to view and download see Appendix 3F, 4E, 5F.

The published materials illustrated the level of detail, preparation and proactive engagement that has gone into both the stakeholder and public consultations. The published materials were continually updated with key changes as the proposals evolved from the Emerging Preferred Route Options to the Preferred Route Options.

4.3 Digital Communications

The BusConnects Dublin programme launched the BusConnects website, www.busconnects.ie during May 2017. The website is the main repository for all initiatives related to BusConnects. For the CBC Infrastructure Works all brochures, supporting technical documents, fact sheets, maps, associated documents, consultation reports, contact information and a range of other information is available to view and download.

In addition, the BusConnects Dublin Core Bus Corridors Infrastructure Works section of the website provides key documents in a range of accessible formats including pdf, HTML, Easy toRead and Audio. The required documents have also been translated to provide Irish language versions.

To ensure that busconnects ie was accessible to everyone including blind, low-vision, keyboard only and switch users, the BusConnects Infrastructure team is committed to achieving a minimum of conformance level Double-A with the Web Accessibility Initiative (WAI) Web Content Accessibility Guidelines and complying with the National Disability Authority IT Accessibility Guidelines.

4.4 Social Media Channels

Twitter and Facebook – A BusConnects Twitter account (@busconnects) and Facebook page (BusConnects) were established to provide timely and regular updates on the progress of the BusConnects Programme. These online and digital tools have been used extensively to inform, educate and advertise the public consultation phases, public events, animations, timelines and closing dates. These information channels provided regular updates as the CBC Infrastructure Works designs evolved, as well as keeping stakeholders informed on the progress of the consultation process.

See Appendix 6F for examples of Twitter and Facebook activity.

4.5 Email, and Freephone and Post Channels

From the commencement of the BusConnects Dublin Core Bus Corridors Infrastructure Works, it was important to provide a range of two-way communication options for all stakeholders, including the general public, to be able to contact the BusConnects Infrastructure team with queries, send submissions and also requests for brochures or additional supporting documents to be issued.

The Freephone service (1800 303 653) – is available Monday to Friday 9am to 5pm and isfor both general queries and also for potentially impacted property owners to contact to schedulean individual meeting with a BusConnects Infrastructure team member for one-to-one meetings in person or via zoom depending on Covid-19 restrictions.

Emails – A number of separate email addresses were established to deal with the different typesof information requests and also for the volume of emails related to the CBC Infrastructure Works.

General queries and requests for information and brochures can be sent to info@ busconnects.ie or cbc@busconnects.ie. These queries are responded to by members of theBusConnects Infrastructure team.

Submissions and observations on the proposals were invited via the following channels:

- Online form this could be found on our website <u>www.busconnects.ie</u>
- Submission box at available at public information events
- Email to <u>cbc@busconnects.ie</u>
- Or by post to the NTA offices in Dún Scéine

Public representatives – All public representatives have been able to engage and sendqueries into the NTA via a dedicated email facility for public representatives.

Media - All press and media related queries are received into the <u>press@busconnects.ie</u> emailaddress.

4.6 Public Information Events

A series of Public Information events were held for the first round of consultation and a number also took place for the second round prior to the pandemic. These information events took placein accessible venues at locations along each of the Proposed Schemes. These venues where chosen to maximise the level of local engagement and attendance where possible. The dates and locations of each Public Consultation Event are listed in the tables below. These events allowed members of the public to speak directly and in detail with members of the BusConnectsInfrastructure team about the proposals.

At each event, the following was available:

- Personnel from the BusConnects Infrastructure team and relevant Engineering Design service providers were on site to engage with stakeholders.
- Large scale overall route maps to view.
- Individual Large scale "pull-up" display maps (2mtrs x 1mtrs) for each section of the proposed route to view.
- Hard copies of the Scheme brochures for members of the public to view and take away.
- A1 and A2 large copies of the route maps for review.
- Electronic interactive screens to access other information like Google Maps were also used.
- Comment sheets for members of the public to make comments or provide their submission in writing on the day.
- Copies of previous Feasibility and Option Documents were available to view; etc.

These non-statutory Public Information Events were advertised in local newspapers, through radio, on the BusConnects website, through extensive email reminders to public representatives, Local Authorities' Public Partnership Networks (PPN's), emails to Community Forum members, promoted through social media and digital channels.

During the second round of non-statutory public consultation in March 2020, some of the scheduled Public Consultation Information Events had to be cancelled due to the Covid-19 pandemic and Government health guidelines at that time. Covid-19 restrictions were still in place during the third round of non-statutory public consultation, but an alternative method to facilitate interactive engagement to replace public information events was devised.

A list of the public consultation information events as well as sample images of the events can be seen in Appendix 6A

4.6.1 First Round of Non-Statutory Public Consultation Information Events on the Core Bus Corridor Emerging Preferred Route Option:

Phase 1

	Venue	Date	Time
Clongriffin to City Centre	The Hilton Hotel, Clongriffin.	Tuesday 10th January 2019	1pm – 9pm
Swords	Carnegie Court	Friday 11th	1pm – 9pm
to City Centre	Hotel, Swords	January 2019	
Blanchardstown	Crowne Plaza,	Tuesday 15th	1pm – 9pm
to City Centre	Blanchardstown	January 2019	
Lucan	The West County,	Wednesday 16th	1pm – 9pm
to City Centre	Chapelizod	January 2019	
Dublin City Centre	The Gresham Hotel,	Thursday 17th	1pm – 9pm
Venue	Upper O'Connell St.	January 2019	

Phase 2

Corridor	Venue	Date	Time
Bray to City Centre	Talbot Hotel Stillorgan	Thursday 10thJanuary 2019	3pm- 8pm
UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton BurlingtonHotel	Wednesday 27 th March 2019	3pm- 8pm
Ringsend to City Centre	The Convention Centre, Spencer Dock	Monday 1 st April 2019	3pm- 8pm
Ballymun to City Centre / Finglas to Phibsborough	Ballymun Axis ArtsCentre	Wednesday 3 rd April 2019	3pm- 8pm

Phase 3

Corridor	Venue	Date	Time
Clondalkin to Drimnagh	Our Lady's Hall, Mourne Road	Tuesday 19th February 2019	3pm – 8pm
Greenhills to City Centre	Red Cow Morans Hotel	Tuesday 26th February 2019	3pm – 8pm
Clondalkin To Drimnagh/Liffey Valley to City Centre	Clayton Hotel, Liffey Valley	Thursday 28th February 2019	3pm – 8pm
Kimmage to City Centre	Dublin City Council, Civic Offices	Tuesday 5th March 2019	3pm – 8pm
Tallaght to Terenure	St. Mary's RFC, Templeville Road	Thursday 7th March 2019	3pm – 8pm
Rathfarnham to City Centre	Hilton Hotel, Charlemont Place	Monday 11 th March 2019	3pm – 8pm
Combined Location	Dublin City Council, Civic Offices		3pm – 8pm

4.6.2 Second Round of Non-Statutory Public Consultation Information Events on the Core Bus Corridor EmergingPreferred Route Option:

Corridor	Venue	Date	Time
Clongriffin to City Centre & Swords toCity Centre	The Bonnington Hotel, Whitehall	Wednesday 11th March 2020	11.30am - 7.30pm
Bray to City Centre	The Talbot Hotel,Stillorgan	Thursday 12th March 2020	11.30am - 7.30pm

Other CBC Public Information events cancelled due to Covid 19

4.7 Virtual Consultation Rooms

Due to the Covid19 pandemic, which commenced with restrictions in March 2020 and continued throughout the second and third public consultation rounds, the BusConnects Infrastructure teamdeveloped online and virtual elements to assist the public in viewing and reading the proposals.

Our primary virtual interactive tool during the final third phase of public consultation was the useof virtual consultation rooms available through the BusConnects website. Theses rooms were online for a six week period (24hrs x 7 days a week) and received over 7,000 views. In these virtual rooms, all Scheme materials were available for perusal, such as the brochure, maps and all associated support documentation. There was also audio description of the brochure information.

There was also a call back facility within the virtual rooms for any stakeholder to book a phone call back from a member of the BusConnects Infrastructure team for additional information ormore detailed queries.

These Virtual Consultation Rooms replaced the more traditional Public Information Events due to the Covid restrictions on face-to-face interactions, typically used during non-statutory publicconsultation. Compared to the face-to-face Public Information Events utilised during the first round of Non-Statutory Public Consultation the numbers of the public that engaged increased significantly due to the online access available through this facility.

Appendix 5C shows examples of a virtual room layout and content.

4.8 Public Information and Advertising Campaigns

In order to reach as wide-ranging an audience as feasible across the Core Bus Corridor Schemeseach phase of the non-statutory public consultation was supported by a comprehensive public information and advertising campaign. The campaigns were run across a range of media channelsin a range of different formats. All the public information campaigns provided clear information and contact details with the BusConnects and NTA brand and logos so they could be easily recognised and read.

The advertisements detailed where stakeholders could access further information on the Schemes including viewing the proposals, joining community forums, making submissions and attending public information events were published in local and national newspapers. These advertisements were also placed on social media channels. Radio adverts played on local and national stations as well as Out of Home (OOH) bus shelters, on board buses and Luas advertisements. Targeted adverts were placed on Twitter, Instagram and Facebook.

See Appendix 2F, 3H, 4G and 5H for all advertisement material.

A press release was released for each round and phase of public consultation and was followedup by media briefings and presentations. The BusConnects Infrastructure team met with various media outlets and publications to discuss the proposals in detail and give media interviews. Presscoverage of each phase was important in ensuring that details reached as wide an audience as possible, capturing those who may not ordinarily see advertisements or NTA announcements online and on social media.

For details on press coverage and reach of the BusConnects Programme from 2018-2021, please see appendix 3G, 4F and 5G.

5. Direct Engagement with Key Stakeholder Groups on the Core Bus Corridor Infrastructure Works



5.1 Background

In addition to developing and implementing an extensive process of consultation on the CBC Infrastructure Works, the BusConnects Infrastructure team put in place a dedicated engagement plan for key stakeholders interested and potentially impacted by the Schemes.

Over the course of three years, the BusConnects Infrastructure team established new processes of engagement with potential directly impacted property owners along each of the routes as well as members of their communities who demonstrated an interest in the CBC Infrastructure

Works.

5.2 Potentially Impacted Properties

Across the 12 Schemes at the Emerging Preferred Route Options stage, a number of propertieswere identified that would potentially be impacted by the proposals in terms of property acquisition. The potential impact on the properties may include loss of front gardens, walls, andgate/entrances/parking.

At each phase of the non-statutory public consultation all such properties were contacted in advance of the publication of each set of proposals through registered post. The letters weresent in advance of any wider public communications regarding the plans. This was to allow the property owners and/or those renting the opportunity to receive details of any potential

impact on their property before the public consultation information was published. These lettersoffered a direct line of one-on-one communication with the BusConnects Infrastructure team and details of the engagement process and copies of the full brochure and relevant route maps followed.

During the Emerging Preferred Route Option non-statutory Public Consultation, 1543 letters were issued to potentially impacted properties.

Public Consultation Round	Potentially Impacted Property
Emerging Preferred Route Option Public Consultation (14 Nov 2018 - 31 May 2019)	1543

Similarly, during the following second and third Preferred Route Option Public Consultations launched in March and November 2020, over 3,000 letters were issued to continually impacted,

newly impacted and no longer impacted property owners as seen in the table below.

Public Consultation Round	Letter Type: Continually Impacted Property	Letter Type: Newly Impacted Property	Letter Type: No Longer Impacted Property
Preferred RouteOption Public Consultation (04 March 2020 – 30 April 2020)	990	294	766
Preferred RouteOption Public Consultation (04 Nov 2020 - 16 Dec 2020)	962	32	100

Appendix 3E, 4D and 5E – examples of each type of letter and sample map types issued.

5.3 One to One meetings

As there are a considerable number of potentially impacted properties it has been important that the BusConnects Infrastructure team provide a one to one meeting provision for any property owner who expressed an interest. This meeting service has been in place since the first round of consultation began and has been continuous since. The one to one meetings are with experienced BusConnects Infrastructure team members who have direct responsibility forthe specific Scheme that the property is on. There has been almost 600 meetings to-date and in addition to the meetings there has been continuous phone calls and emails to maintain and support the engagement. These meetings continued during Covid-19 restrictions in a virtual capacity and are anticipated to continue throughout the planning and construction stages of each Scheme.

5.4 Community Forums

A number of Community Forums were established during the first round of non-statutory publicconsultation in 2018 and have continued through all three rounds of consultation. The aim of the Community Forums was to create a two-way communication process with representatives of local communities, establish and build relationships, provide timely updates on the designs and plans, whilst listening to the issues and concerns raised by members of the community. There are currently 13 individual Community Forums.

The table below details the names of each Community Forum, the number of meetings held todate and the number of participants registered

Community Forum	Average number of Attendees	Number of Meetings Held
Clongriffin to City Centre Community Forum	24	3
Swords to City Centre Community Forum	105	4
Ballymun to City Centre & Finglas to Phibsbor- ough Community Forum	75	3
Blanchardstown to City Centre Community Forum	94	4
Lucan to City Centre Community Forum	38	3
Liffey Valley to City Centre Community Forum	48	3
Clondalkin to Drimnagh & Greenhills to City Centre Community Forum	62	3
Tallaght to Terenure Community Forum	215	3
Kimmage to City Centre Community Forum	185	3
Rathfarnham to City Centre Community Forum	285	3
Bray to City Centre Community Forum	83	3
UCD Ballsbridge to City Centre & Blackrock to City Centre Community Forum	166	3
Ringsend to City Centre Community Forum	28	3
Total:	1,408	41

Community Forums have a current membership of over 1400 members and are a productive and valuable process to allow constructive ideas to be brought forward to inform the overall proposals.

Membership of the Community Forum comprises of typically two representatives from local resident and community associations, all disability groups or special interest groups, business organisations and public representatives along each

scheme. (Please note the number of representatives was increased from a single attendee per group to two following feedback). The terms of reference for the Community Forums can be seen in Appendix 3D, 4C and 5D.

At the establishment of the Forums all public representatives were invited to attend and become members. The BusConnects Infrastructure team also emailed all public representatives to inform their constituents about the Forums and relay the registration process and encourage local participation (*Appendix 3B*, 4B and 5B respectively).

Advertisements and press adverts (*Appendix 3H*, 4G and 5H) detailing the aims for establishing Community Forums were placed in local and national newspapers. These adverts also detailed how to nominate/become a representative at a Community Forum. Promotion of the CommunityForums was published on the website and through social media channels and stakeholder emailing.

Each Community Forum meeting was chaired by a dedicated independent chairperson. The Community Forums took place from 6.30pm/7.00pm to 8.00pm/8.30pm to encourage participation. The venues for each Forum were identified along each Scheme to be accessible and allow local participation. Where possible all Forums were held in the same venue repeatedly for consistency.

At each Community Forum, personnel from the BusConnects Infrastructure team provided a detailed presentation on the particular scheme. The independent chairperson then proceeded to open the floor to a question-and-answer session for the remainder of the meeting.

During the third round of non-statutory Public Consultation, the Community Forum process needed to be adapted to function due to the government's Covid-19 restrictions on gatherings. The decision was taken to host these meetings via Zoom Webinars. The forum was again chaired by an independent chairperson with members of the BusConnects Infrastructure team responsible for the scheme presenting the proposals followed by a Q&A session. Attendees were invited to submit questions via the chat-box feature, these questions were addressed sequentially. In advance of the Community Forum Webinar, a Community Forum Webinar Protocols documentwas issued to all members outlining how the webinar would be run on the night. Please see Appendix 5D for a copy of the Community Forum Webinar Protocols document.

Community Forum presentations were made available to view and download on our website www.busconnects.ie following each Forum. Members were also emailed a note of the Forum and copy of the presentation subsequently.

Appendix 6B provides images of the Community Forum "set-up" as well as listing all the Community Forum meetings which took place.

The Community Forum presentations specific to this Scheme are available in Appendix 3D, 4C and 5D respectively.

As part of the ongoing communications with community forum members, CBC Infrastructure Works Status Update emails were issued in July 2019, April 2021 and August 2021.

As part of the ongoing communications with community forum members, CBC Infrastructure Works Status Update emails were issued in July 2019, April 2021 and August 2021.

See Appendix 3D, 4C, 5D and 6E for copies of these emails

5.5 Residents Groups

Throughout the BusConnects Dublin Core Bus Corridors Infrastructure Works planning since early 2019, there has been extensive engagement with local resident's groups. Numerous residents' groups sent representatives to the BusConnects Community Forums but in addition

to the Forums a significant amount of other meetings were held with local resident groups.

As the public consultation phases commenced, the BusConnects Infrastructure team has been contacted by individual and collective resident groups across many of the schemes. Over the last three years, the BusConnects Infrastructure team has engaged extensively with about 35 local groups. Almost 90 meetings have been held between these groups and the BusConnectsInfrastructure team to address local issues and consider alternative options and proposals for specific areas. Overall, these meetings have been productive and insightful and will continue throughout the planning and construction stages.

The vast majority of the meetings were scheduled and hosted by the BusConnects Infrastructure team following requests from the groups to meet. On occasion, the BusConnectsInfrastructure team has instigated engagement with resident groups to get particular views or provide relevant updates of the proposals.

The meetings were held in the NTA offices with attendees of average 10 representatives onbehalf of the residents' group along with the BusConnects Infrastructure team members in relation to the relevant scheme. This engagement continued virtually on Zoom when the Government restrictions were introduced as a result of the Covid-19 pandemic.

A full list of resident group meetings including those specific to the Clongriffin Scheme and details can be seen in Appendix 6D.

5.6 Public Representatives

The NTA engages with public representatives, at local and national level, in an ongoing manneracross all its projects and responsibilities. The CBC Infrastructure Works aims to greatly improve bus, cycling and sustainable transport services, and therefore, engagement and communication at all levels of local and national public representatives is a key component of the public consultation campaigns.

Since the launch in June 2018 of the BusConnects Core Bus Corridor Discussion Document public representatives are regularly informed at the commencement of each round of non-statutory public consultation via email and were invited to attend specific briefings at each

launch date in November 2019, March 2020 and again in November 2020.

Public representatives are provided with additional brochures, maps and documents upon request and the BusConnects Infrastructure team respond to many queries forwarded by public representatives on behalf of their constituents.

All Community Forum presentations, dates of events, invitations and regular CBC Infrastructure Works updates are sent to public representatives via email as a matter of process.

As part of the ongoing communications with public representatives and stakeholders, CBC Infrastructure Works Status Update emails were issued in July 2019, April 2021 and August 2021

See Appendix 3D, 4C, 5D and 6E for copies of these emails.

These Updates provided the latest information available at the time of the draft designs and plans. They also gave indications of next steps and any relevant presentations or materials.

These same Updates were sent to all Community Forum members also.

See Appendix 3B, 4B and 5B for copies of these emails.

Briefings with party groupings and individual elected members were facilitated as well as attendance by the NTA at the Oireachtas Transport Committee meetings a number of times over the last three years. The BusConnects Infrastructure team has provided regular updates to

Local Authorities Transport Strategic Planning Committees (SPC's).

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Local Authorities Transport Strategic Planning Committees (SPC's).

5.7 Relevant Local Authorities and Transport InfrastructureIreland (TII)

The Local Authorities and Transport Infrastructure Ireland (TII) are key stakeholders for the CBCInfrastructure Works. These include Dublin City Council (DCC), Fingal County Council (FCC), Dun Laoghaire Rathdown County Council (DLRDCC), South Dublin County Council (SDCC), Wicklow County Council (WCC) and TII. All 12 Proposed Schemes of the CBC Infrastructure Works run within the DCC's geographical area, while sections of many of the Proposed Schemesrun within the geographical areas of the other county councils. A number of the Proposed Schemes intersect with sections of LUAS lines and cross or run on sections of the national road network under the operational responsibility of TII.

Regular lines of communication and technical engagement have been established and grown over the lifetime of the CBC Infrastructure Works planning process with these key stakeholders. This has ensured that the key planning and traffic departments within the local authorities and TII are aware of the status of the draft designs and plans. Meetings are held as necessary on design development or specific issues.

There are dedicated liaison teams within each local authority and TII to act as a direct link to the BusConnects Infrastructure team. There are monthly update meetings presented by the Director of Infrastructure to the liaison teams to brief them collectively on aspects of the designdevelopment. These meetings are an effective means to ensure each stakeholder is aware of each other's projects across the areas covered by Schemes and an opportunity to raise issues or queries. In addition, there is ongoing interactions through meetings, emails and phone calls between the BusConnects Infrastructure team and the relevant stakeholder liaison personnel for onward engagement and dissemination of information with their wider organization's departments.

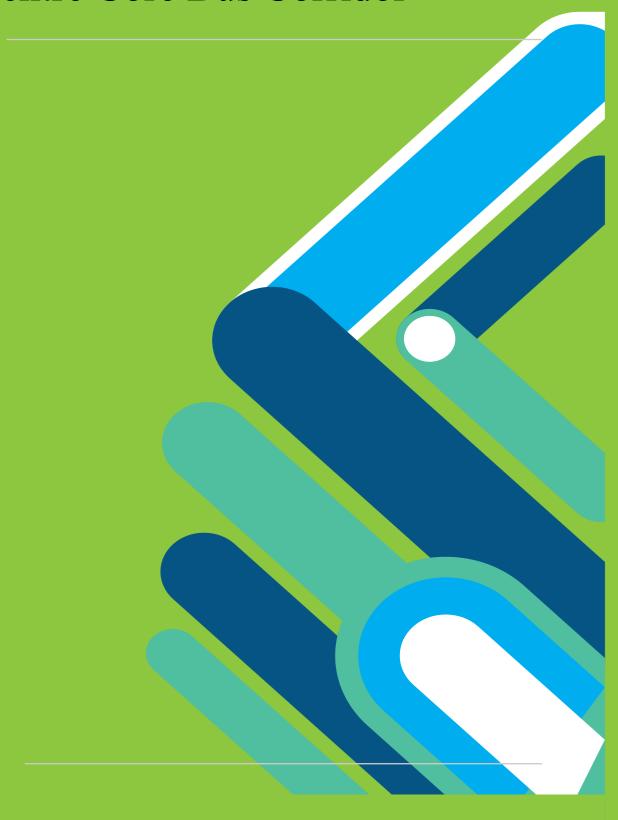
5.8 Special Interest Groups

Disability Representative Groups and other special interest groups have also had opportunities engage with the BusConnects Infrastructure team in the context of Community Forums.

These special interest groups are diverse and representative of commuters, cyclist advocacy groups, disability groups, environmental and business groups. These groups were provided with maps and brochures as requested, and encouraged to make submissions on behalf of their members. They were also invited to public meetings and there have been a number of specific meetings between the BusConnects Infrastructure team, Disability Groups and CyclingAdvocacy Groups. These meetings broadened the number of stakeholders significantly and allowed their specific areas of interest and concern to be considered.

Public Participation Networks (PPN) in the relevant local authorities, a network which allows local authorities to connect with community groups, were also informed regularly on updates surrounding the CBC Infrastructure Works. Various community and voluntary groups/ organisations register to join the PPN in their local authority area such as residents' associations, TidyTowns, disability groups, sporting clubs and environmental groups. The PPNs in Dublin City Council, South Dublin County Council, Dún Laoghaire-Rathdown County Council, Fingal County Council and Wicklow County Council were contacted and asked to forward information to their PPN members regarding the CBC Infrastructure Works non-statutory Public Consultations as well as the Community Forums relevant to their local authority. These PPN's had a combined membership of over 1,000 community and voluntary groups.

6. Consultation on Clongriffin to City Centre Core Bus Corridor



6.1 Background

The BusConnects Dublin Core Bus Corridors Infrastructure Works was launched on 29 May 2017by Minister for Transport, Tourism and Sport Shane Ross TD and NTA CEO Anne Graham at an event held in the Irish Film Institute, 6 Eustace Street, Temple Bar, Dublin 2. This announcement and launch was supported by a press release. The BusConnects website www.busconnects.ie aswell as specialised social media channels for BusConnects were also launched. Further details

on the launch and supporting documents can be found in Appendix 1.

Following on from the initial announcement, the National Transport Authority published the Core Bus Corridors Project Report on 12 June 2018. This was announced via press release whichwas made available on busconnects ie and national transport. ie. A media briefing was held to launch the report which was then followed by a drop in briefing for public representatives. This discussion document set out draft proposals to vastly improve bus journey times and cycling priority along an increasing number of congested corridors in the Dublin region. The report identified the Clongriffin to City Centre Core Bus Corridor as one of the proposed CBCs. The

brochure as well as supporting documents can be seen in Appendix 2.

6. 2 Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation

A. Overview

The first non-statutory round of public consultation on the CBC Infrastructure Works took place on a phased basis. The first phase of consultation occurred from 14th November 2018 to 29th March 2019. The second phase ran from 23rd January 2019 to the 30th April 2019 and the final phase ran from 26th February 2019 until the 31st May 2019.

The Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Option formed part of the first phase of consultation, which closed on the 29th March 2019. There were 91 submissions received relating to the Clongriffin to City Centre Core Bus Corridor.

These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and privatesector businesses.

The first round of Public Consultation was launched on 14 November 2018 via press release followed by a media briefing. Please see *Appendix 3A* for documents relating to this launch.

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, joining community forums, making submissions and attending information events were advertised in local and national newspapers as well on

social media. (Appendix 3H).

B. Engagement

i. Potentially Impacted Properties

Letters were delivered to each individual potentially impacted property affected by the CBC during the week starting 12 November 2018. Each potentially impacted property was also sent a copy of the Emerging Preferred Route brochure for the Clongriffin to City Centre Core Bus Corridor (*Please see Appendix 3E for a copy of this letter*).

In total, 140 letters were delivered on 09 November 2018 along the Clongriffin to City Centre Core Bus Corridor, with 30 property owners availing of the one-to-one meetings.

Clongriffin to City Centre CBC Proposed Scheme

Public Consultation Round	Potentially Impacted Property letters
Emerging Preferred Route Option Public Consultation (14 Nov 2018 - 31 May 2019)	140

ii. Public Representatives

An email was issued to all TDs, Senators and Councillors in the area in tandem withthe press release, detailing the CBC and inviting them to view the proposals and to

discuss with their constituents. Individual or party grouping briefings were also offeredas well as information on joining Community Forums. *Please see Appendix 3B for correspondence with public representatives*.

iii. Public Consultation Information events

For the Clongriffin to City Centre Core Bus Corridor, a dedicated information event was held at the Hilton Hotel, Northern Cross on 10 January 2019 from 13.00 - 21.00. A subsequent information event covering all of the CBCs for Phase 1 took place at the

Gresham Hotel, O'Connell Street on 17 January 2019 from 13.00 – 21.00.

The information events were advertised in local and national newspapers and on social media (*Appendix 3H*).



iv. Community Forums

The first Community Forum meeting for the Clongriffin to City Centre Core Bus Corridortook place on 11th December 2018 at the Hilton Hotel, Malahide Road from 18.30 - 20.00with approximately 20 representatives in attendance. The presentation was made available to view and download on our website. Subsequently, a report on the meeting was issued to all registered attendees (*Appendix 3D*).

v. Digital and Online Resources

A brochure for the Clongriffin to City Centre Core Bus Corridor was developed and made available to view and download on the BusConnects website (Appendix 3A). In addition to the brochure, the following technical reports were also available to view and

download on the website:

- Clongriffin to City Centre CBC Route Selection Report
- Clongriffin to City Centre CBC Concept Design Drawings
- Appendix A MCA Tables
- Appendix C Technical Note on Junctions
- Appendix D Junction modelling report

•

Following the conclusion of the public consultation, a Consultation Submission Reportwas also made available to view and download on our website. Hard copies were available upon request.

For a complete list of published materials that were available to view and download during this round of non-statutory consultation, please see *Appendix 3F*.

6.3 Preferred Route Option: Second Round of Non-Statutory Public Consultation

A. Overview

Following the first round of consultation, all submissions were reviewed and considered in the design process for each CBC. In March 2020, the Draft Preferred Route Option waspublished and a public consultation covering the Preferred Route Option for each CBC including the Clongriffin to City Centre Core Bus Corridor commenced on 4 March 2020 and ran until 17 April 2020. The consultation was announced via press release and a media briefing (*Appendix 4F*) that took place in the Alex Hotel, Fenian Street from 10.00 - 12.00.

Due to the COVID-19 pandemic, all events scheduled after 12 March 2020 were cancelled. Indeference to the submissions we had already received, the decision was made not to cancel the consultation.

Consequently, there were just 30 submissions received relating to the Clongriffin to City Centre Core Bus Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from various associations and private sector businesses.

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, making a submission and attending information events were placed in local and national newspapers, online and in highly visible areas around the Greater Dublin Area (*Appendix 4G*)

B. Engagement

i. Potentially Impacted Properties

Following the review of the proposals, there were some changes to the number of properties that were potentially impacted. Three different versions of a letter (see Appendix 4D) were prepared and the appropriate version delivered to each of these potentially impacted properties on 02 March 2020, with recipients invited to schedule meetings with the BusConnects Infrastructure team if they wished to discuss the proposals on an individual basis. There was a version of the letter for those who had been previously written to in the first round launch and who were continuing to be potentially impacted. There was a version of the letter for those who had not been previously written to in the first round launch and who were now newly potentially impacted, and there was a version of the letter for those who had been previously written to in the first round launch and who were no longer continuing to be potentially impacted.

149 letters were distributed along the Clongriffin to City Centre Core Bus Corridor Proposed Scheme with 4 meetings taking place.





Clongriffin to City Centre CBC Proposed Scheme

Public	Continually	Newly	No Longer
Consultation	Impacted	Impacted	Impacted
Round	Property	Property	Property
Preferred Route Option Public Consultation (04 March 2020 – 17 April 2020)	114	10	25

ii. Public Representatives

An email was issued to all public representatives on the morning of the launch, in advance of the press release. An invitation was sent on 2 March 2020 to all public representatives inviting them to attend a drop-in briefing for all public reps in the Alex Hotel from 14.00

– 17.30 on the date of the launch (*Appendix 4B*). TDs, Senators and Councillors were invited to attend to view the new proposals, speak with members of the BusConnects

Infrastructure team and pick up hard copies of the proposals and maps.

iii. Public Consultation Information Events

A public information event for the Clongriffin to City Centre Core Bus Corridor tookplace in the Bonnington Hotel, Swords Road on 11 March 2020 from 11.30 – 18.30.

Members of the public were invited to attend to review the changes made to the proposals since the first round of consultation in 2018/19 and to discuss concerns and observations with members of the BusConnects Infrastructure team. While this public consultation was completed, due to Covid-19 restrictions being imposed by Governmentin mid-March, further planned Public Information Events for this CBC were impacted and had to be cancelled.

iv. Community Forums

The second Community Forum for the Clongriffin to City Centre Core Bus Corridor was held in the Hilton Hotel, Malahide Road on Wednesday 11th September 2019 from

18.30 - 20.00, with approximately 15 in attendance. This round of Community Forums were held for each CBC in advance of the launch of second round of non-statutory

public consultation. The meeting aimed to keep members updated on the design process between the first and second consultation. The presentation was emailed to attendees following the meeting and was also made available to view and download onour website. Subsequently, a report on the meeting was issued to registered attendees. Both the presentation and report can be seen in *Appendix 4C*.

v. Resident Groups

Throughout the CBC Infrastructure Works, residents' groups have been engaged with. Members of the BusConnects Infrastructure team met representatives of the

Marino Residents Association on 30th September 2019 to discuss the proposals on the Clongriffin to City Centre Core Bus Corridor.

vi. Digital and Online resources

As with the first round of consultation, all materials relevant to the CBC were made available to view and download on our website www.busconnects.ie. The brochure was available in Easy to Read format, plain text and audio description as well as an Irishversion. Hard copies of the brochures were also available upon request. Traffic Count Data 2019 – 2020 was also published for consideration during this round of consultation, with information on each CBC.

For a complete list of published materials that were available to view and download during this round of non-statutory consultation, please see Appendix 4E.

6.4 Preferred Route Option: Third Round of Non-Statutory Public Consultation

A. Overview

The third round of non-statutory public consultation for the CBC Infrastructure Works took place from 4th November 2020 until 16th December 2020 on the updated Draft Preferred Route Option, including for the Clongriffin to City Centre Core Bus Corridor. With the continuing effect of the Covid-19 pandemic and associated Government restrictions, the third Public Consultation was held largely virtually. Our regular consultation communicationmethods were adapted to allow the process to take place using virtual and online facilities. The consultation was announced via press release, on our website and on social media (*Appendix 5G*).

All relevant information including the updated Information Brochures and the public consultation reports were made available on the BusConnects website (https://busconnects.ie) to view and download.

Advertisements detailing where interested parties could access further information on the CBC including viewing the proposals, making a submission and attending informationevents were placed in local and national newspapers, online and in highly visible areas around the Greater Dublin Area (Appendix 5H)

There were 150 submissions received as part of the Clongriffin to City Centre Core Bus Corridor during this round of non-statutory public consultation.

B. Direct Engagement with Key Stakeholders

i. Potentially Impacted Properties

Those continuing to be potentially impacted; newly potentially impacted; or no-longerpotentially impacted properties were written to directly (*Appendix 5E*) to receive information on the consultation in advance of any wider publication of the proposals. One-to-one meetings were offered via Zoom or over the phone for those who wished to discuss the proposals further in relation to their own property as part of the consultation process.

124 letters were sent between 01 and 03 November 2020, 20 meetings took place.

Clongriffin to City Centre CBC Proposed Scheme

Public Consultation Round Three	Letter Type: Continuing Potentially Impacted Property	Letter Type: Newly Potentially Impacted Property	Letter Type: No Longer Potentially Impacted Property
Preferred Route Option Public Consultation (04 Nov 2020 – 16 Dec 2020)	110	1	1



ii. Public Representatives

Public representatives were made aware of the publication of the revised proposals via email. This email also contained information on Community Forums for TDs, Senators and Councillors to assist in spreading awareness of the meetings. A briefing session wasorganized via Zoom to take place on 4 November 2020 from 14.00 – 15.00. Members of the Transport & Communications Networks Oireachtas Committee were separately made aware of the launch. *Please see Appendix 5B for engagement with public representatives*.

iii. Public Consultation Virtual Information Rooms

Due to ongoing Government restrictions, traditional information events required a rethink. Virtual rooms were created for each CBC that could be accessed for the entirety of the consultation dates. The rooms could be accessed via the BusConnects website and contained all of the information needed to make an informed submission. This included a description of each Preferred Route from start to finish with supporting maps and included information of all revisions made, if any, since the previous rounds of public consultation as well as other supporting documents. *Please refer to Appendix 5C* for

material in relation to the public consultation virtual information rooms.

All boards were equipped with audio description. Over the seven weeks of the consultation, 363 unique users visited the virtual information room for Clongriffin to City Centre Core Bus Corridor.

The virtual rooms also contained a feature for members of the public to request a call back service from a member of the BusConnects Infrastructure team should theyrequire more information. 1 call was requested for the Clongriffin to City Centre Core Bus Corridor.

The consultation period remained open until 16th December 2020 and submissions could be made by email, through the virtual consultation room or by post.

iv. Community Forums

A further round of Community Forums were run during the third round of Public Consultation. Members of each Community Forum were contacted directly on the day of the launch of the public consultation via email. As with the public information events,the Community Forum process needed to be adapted to function during government restrictions on gatherings. The decision was taken to host these meetings via Zoom Webinars. The forum was again chaired by an independent chairperson with members of the BusConnects Infrastructure team responsible for the CBC presenting the proposals, followed by a Q & A session. Attendees were invited to submit questions via the chat-box feature, these questions were addressed in order of submission.

The Clongriffin to City Centre Community Forum meeting took place on 18th November 2020 from 18.30 - 20.00 with approximately 15 representatives in attendance.

Subsequently, a note on the meeting was issued to registered attendees. Materials in relation to this Community Forum can be seen in *Appendix 5D*.

v. Resident Groups

All Resident Groups along the Proposed Scheme were alerted to the publication of the consultation via email. Zoom meetings were available for any groups that wished to meet with the BusConnects Infrastructure team to discuss the impact of the proposals

on their community and express their views.

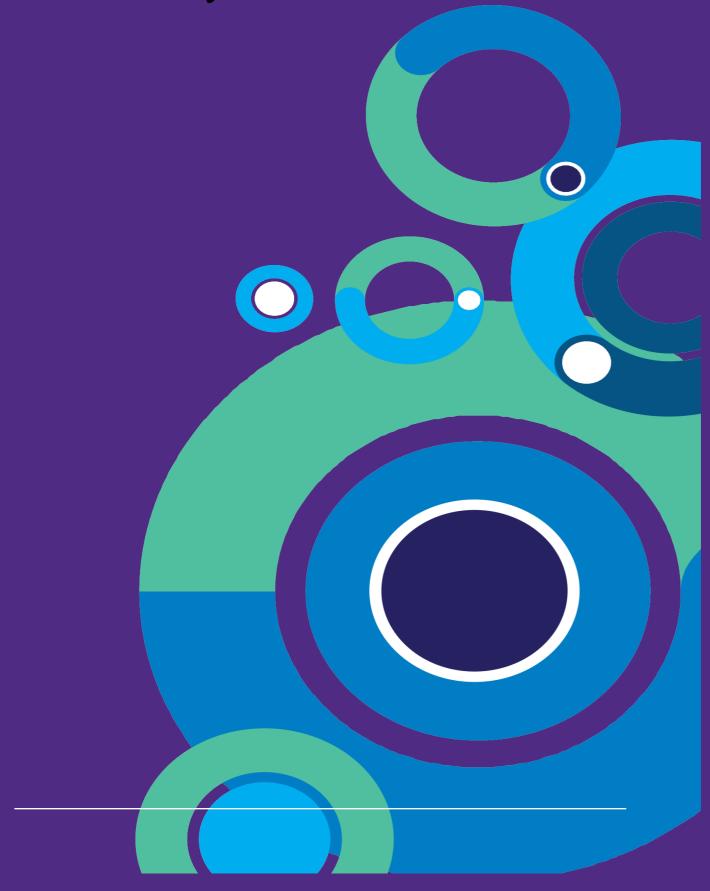
vi. Digital and Online resources

Due to Covid-19 restrictions, all communications were done online via the BusConnectswebsite and Zoom. In addition to the virtual rooms, the following documents were available on our website to view and download:

- Information Brochure for Revised Preferred Route Option (in English and Irish)
- Audio version of Brochure
- HTML version of Brochure
- Draft Preferred Route Option Consultation Report
- Proposed Approach to Environmental Assessment
- Draft Transport Modelling Report

For a complete list of published materials that were available to view and download during this round of non-statutory consultation, please see *Appendix 5F*.

7. Summary and Conclusions



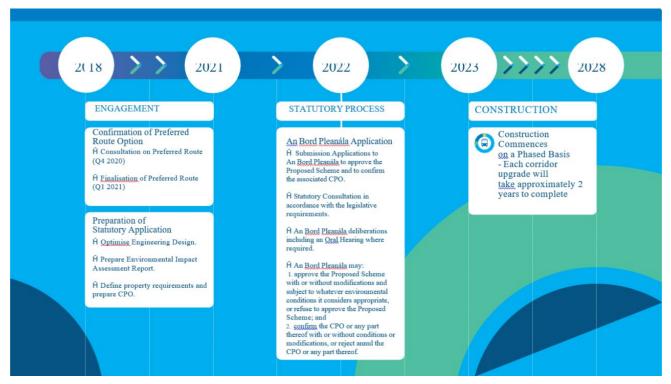


Figure 1.4 Timeline for the Core Bus Corridor Process

The BusConnects Infrastructure team carried out three rounds of non-statutory public consultation between November 2018 and December 2020. The lengthy and extensive public consultation phasesensured the views and observations of a large number of key stakeholders and the general public were received and considered. From the first to the third round of public consultation over 17,000 submissions were received and reviewed by the BusConnects Infrastructure team. These submissionsplayed a significant role to inform the draft designs and plans whereby a range of amendments and adaptions were included as a direct result of the stakeholder and consultation process.

In summary, the stakeholder engagement and public consultation allowed for an effective two-way communication to inform and build relationships with our key stakeholders.

Since 2018, the BusConnects Infrastructure team has provided an active and prominent level of communication and engagement. This has included the provision and publication of a large number of draft designs, communication materials and support documents to assist in informing stakeholdersfrom the Emerging Preferred Route phase all the way to the Preferred Route designs. The public consultation and engagement process has resulted in a considerable level of public awareness and understanding of the BusConnects CBC Infrastructure Work's aims and objectives. It has also led to the BusConnects Infrastructure team having a keen appreciation of the many stakeholder issues and to be able to consider them during the draft design and planning phases of each individual Scheme.

In conclusion, the non-statutory public consultation rounds provided local and informative insights; allowed for considerable discourse and engagement and in many cases enhanced aspects of the draft designs. The public consultation has ensured that the BusConnects Infrastructure team were cognisant of stakeholder feedback and appraised of many local considerations as the designs evolved.

Appendix

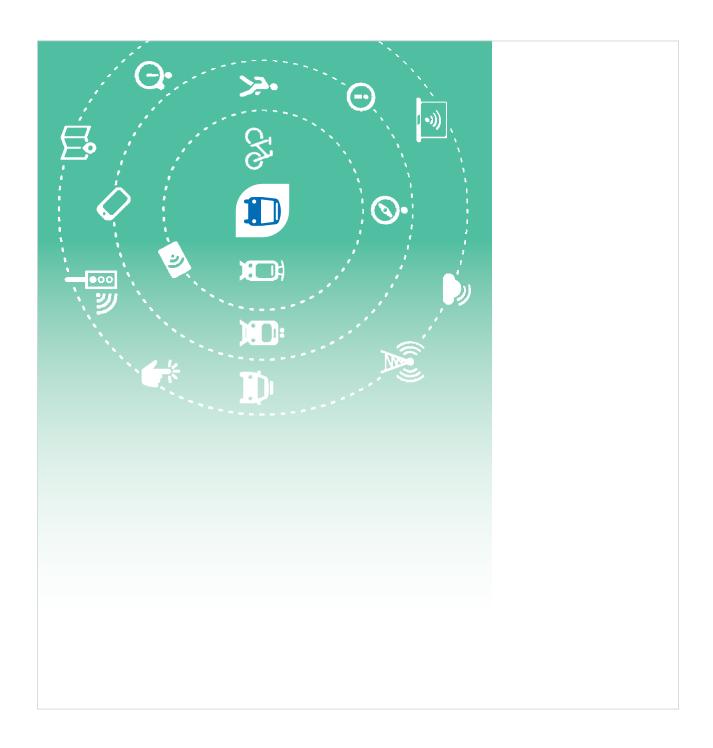
1.	Launch of BusConnects Strategy by Minister for Transport, Tourism & Sport Shane Ross TD & NTA CEO Anne Graham 29th May 2017	1
1A	BusConnects Transforming City Bus Services Brochure May 2017	1
1B	BusConnects Launch Presentation	29
1C	Public Representative Engagement	35
ID	Website & Digital Resources	37
1E	Press Release & Media Engagement	39
2.	Core Bus Corridors Project Discussion Document 12th June 2018	43
2A	BusConnects Core Bus Corridors Project Discussion DocumentBrochure - June 2018	43
2B	Core Bus Corridors Project Discussion DocumentPresentation by Anne Graham	97
2C	Public Representative Engagement	103
2D	Website & Digital Resources	107
2E	Press Release & Media Engagement	109
2F	Advertising	111
3.	Emerging Preferred Route Option: First Round of Non Statutory Public Consultation 14th November 2018 – 31st May 2019	113
3A	Clongriffin to City Centre Core Bus Corridor Emerging Preferred RouteBrochure - November 2018	113
3B	Public Representative Engagement	169
3C	Public Consultation Information Events	189
3D	Community Forums & Associated Materials	193
3E	Potentially Impacted Properties Engagement	209
3F	Website & Digital Resources	213
3G	Press Release & Media Engagement	221
3H	Advertising	233

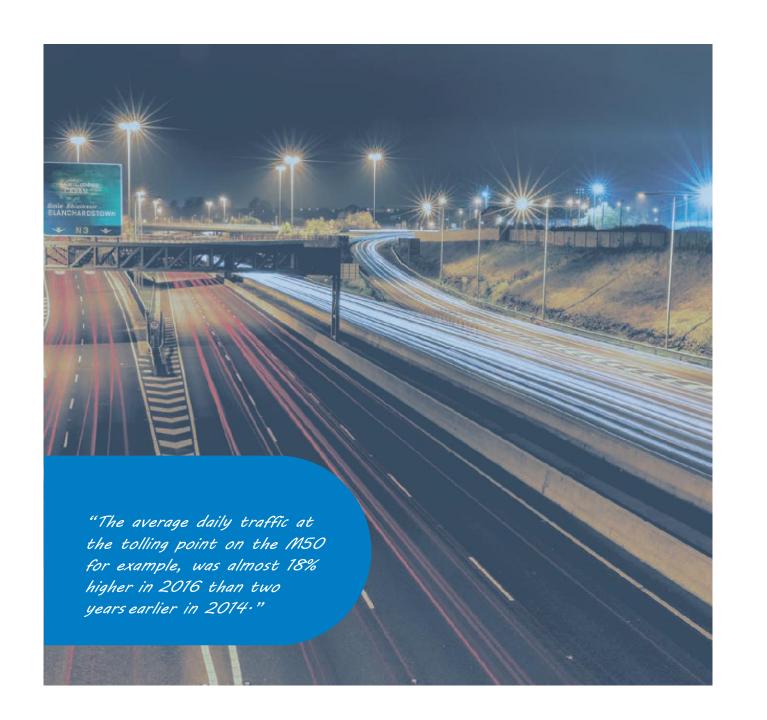
4.	Preferred Route Option: Second Round of Non- Statutory Public Consultation – 4th March 2020 – 30th April 2020	249
4A	Clongriffin to City Centre Core Bus Corridor Preferred Route Option Brochure -March 2020	249
4B	Public Representative Engagement	295
4C	Community Forums & Associated Materials	307
4D	Potentially Impacted Properties Engagement	329
4E	Website & Digital Resources	337
4F	Press Release & Media Engagement	339
4G	Advertising	351
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1.Launch of BusConnects Strategy
by Minister for Transport, Tourism & Sport
Shane Ross TD& NTA CEO Anne Graham
29th May 2017

BusConnects Transforming City

1A. Bus Services Brochure May 2017





1

BusConnects Transforming City Bus Services

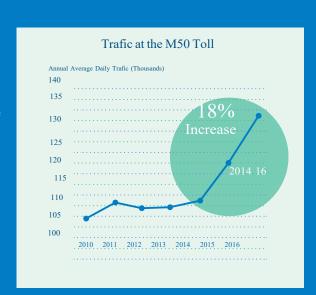
Ireland in 2017 has left behind the worst of the recession caused by the economic crises in 2007/2008. The economy is growing strongly;more and more people are at work; the number of visitors to the country is at record levels. But threats and challenges remain, with traffic and transport among the key problems facing the region.

Congestion is in danger of strangling the life out of our cities, and we need an ambitious public transport plan to get to grips with it.

The number of cars on the roads is increasing. It takes longer to travel to work, to college and to school than last year or the yearbefore. The working day is getting longer as traffic delays force people to leave earlier for work and return later each day.

As a barometer for the region, the average daily traffic at the tolling point on the M50 was almost 18% higher in 2016 than two years earlier in 2014.

Increased traffic means slower speeds and longer journeys. On the M50, the average journey from Junction 3 (at the M1) to Junction 6 (at the N3) took three times longer in 2016 than in 2010.







"Journeys by car in the morning peak hour take, on average, over 18% longer than just two years ago."

This trend accelerated during 2016 with the average traffic speed across the region in the morning peak decreasing from 39.1 km per hour in 2015 to 33.7 km per hour in 2016, a fall of 13.8%.

As traffic speeds decrease, peoples' journey times by car increase. On average, journeys by car across the region during the morning peak hour take over 18% longer than two years ago.

The situation facing the Dublin region is that:

- 0 without decisive action, traffic congestion will continue to grow;
- 0 it will impact the ability of the region to grow economically;
- 0 longer journey times and increased travel stress will diminishmany people's quality of life; and
- 0 environmental emissions targets will not be met.



Fig 1: Peak Hour Congestion





Our solution

The Transport Strategy for the Greater Dublin Region 2016-2035 ("Transport Strategy") provides a framework for transport development across the region over the next two decades. It identifies rail, metro and Luas projects that need to be implemented but, significantly, it recognises that the bus system will be the main form of public transport for most people and that the bus systemneeds to be fundamentally transformed to serve the needs of the region.

Dublin is a low density city - we don't have skyscrapers, and O build	ling a network of "next generation"
bus corridors on the most people live in single house units. This means	s that very few busiest
bus routes to make bus journeys faster, predictable areas of Dublin ha	ve the size and concentration of
population to and reliable; support rail-based public transport. For most corridors in Dublin, bus transport represents the optimum public transport solution. quality of bus system,	0 introducing Bus Rapid Transit, a higher
on three of the	he busiest corridors;
We now need sweeping changes to our bus system to enable	1.1.1.1.1.
it to fully meet the needs of a modern public transport system; O comp	
bus routes to provide one which enables more people to travel to more network, connecting more places and conveniently and efficiently.	places, a more efficient carrying more passengers;
BusConnects is a plan to fundamentally transform Dublin's bus ticketing system using credit system, so that journeys by bus will be fa and debit cards	O developing a state-of-the-art ast, reliable, punctual, or mobile phones to link with
payment convenient and affordable. accounts and convenient;	l making payment much more
It will enable more people to travel by bus than ever before, and	O implementing a cashless
payment system to vastly speed up allow bus commuting to become a passenger board	viable and attractive choice ding times;
for employees, students, shoppers and visitors. O revamping the	ne fare system to provide a simpler fare
	e, allowing seamless movement vices without financial penalty;



- 0 implementing a new bus livery providing a modern look and feel to the new bus system;
- O rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters; and
- 0 transitioning starting now to a new bus fleet using low-emission vehicle technologies.

BusConnects represents a reimagining of the bus services for the Dublin region. It encompasses the revamping of all aspects of the bus system: from the ticketing technology to the road infrastructure; from the bus stops to the network of routes; and from the fare structure to the vehicle livery.

It represents a bold solution to a complex problem.



"The bus system needs to be fundamentally transformed to serve the needs of the region."

BusConnects Transforming City Bus Services

A network of "Next generation" bus corridors

At the heart of the BusConnects project is the proposal to develop continuous bus lanes, as far as is practicable, along the busiest bus corridors.

The Transport Strategy sets out a network of bus corridors We want to remove the current delays and uncertainties, so forming the "Core Bus Network" for the Dublin region. There are that in the future, bus journeys will be faster, more punctual eleven radial bus corridors planned in addition to the Bus Rapid and more reliable. Making those changes is an essential part of Transit routes, as well as three orbital bus corridors. delivering a vastly improved service for passengers.

At present, these busy bus routes only have dedicated bus lanes Achieving this will, in some instances, require a widening of along less than one third of their lengths. This means that for the road and changes to parking arrangements, but the end most of the journey, buses are competing for space with general result will not just be better services for bus passengers, but willtraffic and so are affected by the increasing levels of congestion.

benefit all users of the corridor.

The resultant delays are a source of real frustration for people Cyclists will be provided with safe cycling facilities, largely looking for consistent and predictable journey times. This segregated from other traffic, along these routes. Pedestrians makes the overall bus system less efficient, less reliable and less will benefit from additional safe pedestrian crossing points punctual. As a result, many people do not see any benefit in and reconstructed footpaths. Car users will have reduced choosing bus transport. interactions with cyclists and buses as well a resurfaced roadway

providing smoother journeys with less wear on vehicles. Our objective is to develop these eleven radial bus corridors and three orbital bus corridors so that each will have continuous We will also take the opportunity of enhancing key local centres bus priority – in other words, a continuous bus lane in each on the corridors with additional landscaping and other works direction. This "next generation" of bus corridors will deliver a aimed at improving the local environment in these centres. transformation in the performance of these routes, making it easier and quicker for you to come and go by bus, whether your journey is related to your job, your studies, or your social life and family life.

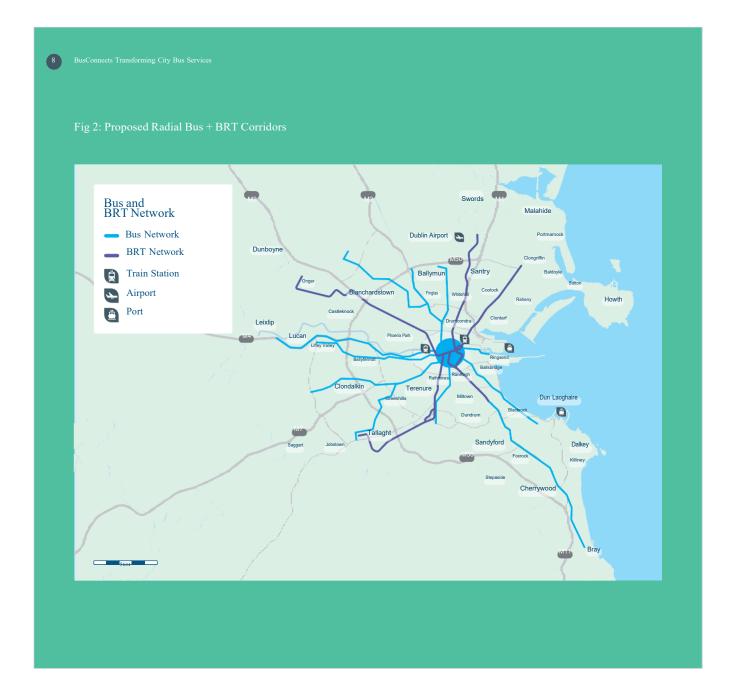
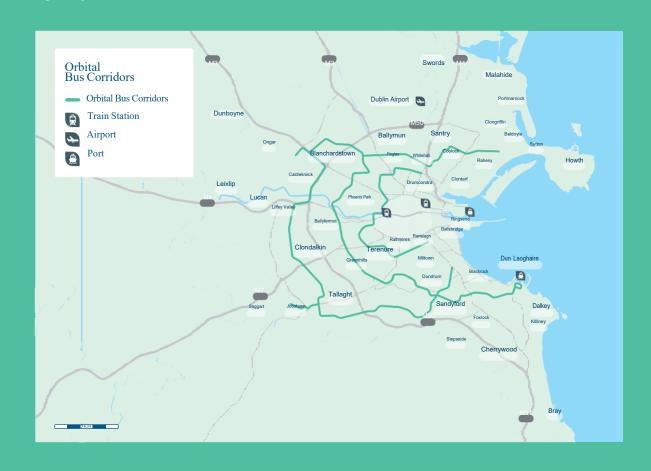


Fig 3: Proposed Orbital Bus Corridors









"BRT will be a great solution on some of the busiest routes forming the Core Bus Network."

Bus Rapid Transit

Bus Rapid Transit (BRT) is a high-quality bus based transit system that delivers a service higher speeds and quality of service traditional bus services.

We're planning to do this by improving road infrastructure passengers than a normal bus corridor and providing specially designed vehicles, with rapid, frequent operations and faster boarding and alighting.

In designing the BRT details, integrated into the overall bus an example of the control of the con

We are proposing that a number of the Core Radial Bus Corridors will be developed as Bus Rapid Transit routes, wherethe passenger numbers forecast are approaching the limits of conventional bus route capacity.

BRT will represent a major step-change in the provision of bus services on some of the busier bus corridors in the Dublin

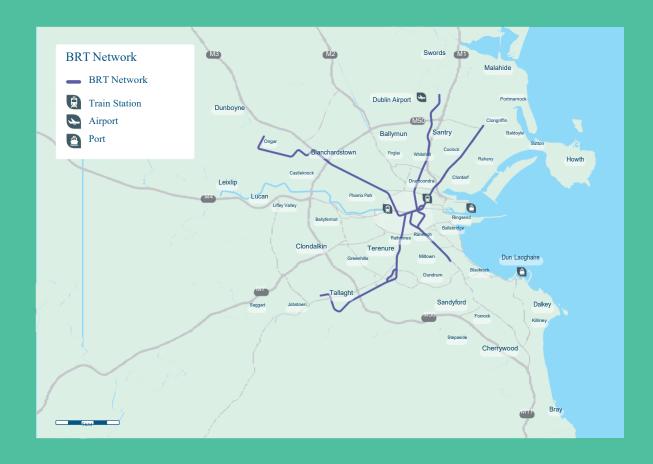
region

A typical BRT system uses multi-door vehicles, higher platformswith for level boarding and stops that are spaced further apart than than those that serve conventional buses. Using different vehicles than normal buses, a BRT route can cater for a higher volume of

In designing the BRT details, we will ensure that it is fully integrated into the overall bus system, providing a coordinated

overall network.

Fig 4: Proposed BRT Corridors







"Currently over

Fares and Ticketing Systems

Without changing the ticketing systems and the bus fares structure, the overall project would not deliver the full benefits that are possible under this transformation.

will require a move to either a "tag-on" and "tag-off" facility, similar to Luas and DART, or a single "flat fare" approach in

order to reduce the need to interact with the driver for fare payments.

As part of this process, cashless operation will be introduced on all buses, to remove the delays caused by cash payments. Currently over 70% of fare payments are made by Leap card. As

The second biggest source of bus delays, after traffic this increases over the next couple of years, the cashless regime will transition to acongestion, is the payment process at bus stops. Payment of become easier.

become easier.
fares by cash is still commonplace, slowing down the boarding

BusConnects will incorporate the latest developments in

account-based ticketing technology, potentially payment stages means a high percentage of passengers have allowing use of

credit / debit cards or mobile to interact with the driver, with resultant delays at bus stops. At

devices as a convenient means busy bus stops these delays can be for several minutes. Multiply of payment. This will also allow integration with other transport by the number of busy stops on a route, and payments such as parking facilities and bicycle those delays hire.

accumulate to add significantly to the overall journey time.

Under BusConnects we will simplify and





Bus Livery

Legislation requires that the National Transport Authority "shall for the purposes of promoting public transport, design, develop and secure the implementation of a single brand to be used by all public transport Under BusConnects we are proposing a new, fresh and modernlook for the bus system by introducing a redesigned bus livery,

which is the painted exterior of the buses. As well as reflecting the overall ambition of transforming the bus system, this will also accommodate the potential of additional operators providing bus services as part of overall network.

We will ensure that the new bus livery is attractive and conveys

the image of a modern, effective transit system. We will seek *operators*providing services in accordance people's views on potential designs before a final bus livery is with a public transport services contract with selected.

the Authority."





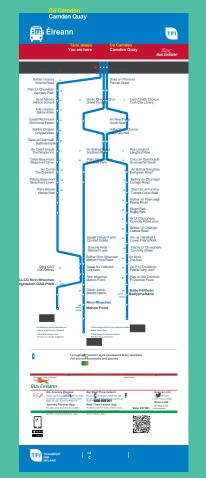
Roadside facilities and roadside informationare essential components of a modern bus system. Across the region, the current facilities do not reflect the standard neededto make the overall system attractive and easy to use.

Under BusConnects we will introduce a new style of bus stopto be rolled out across all bus stops in the Dublin region, with better route and fare information provided in each case and withtimetable information specific to each stop. All operators will adopt this style and the current assortment of poles at multi- operator stops will be removed.

We will install more Real Time Passenger Information (RTPI) signs along the new bus corridors and elsewhere across the region, providing accurate next-bus arrival information.

Bus shelter provision will be significantly expanded as part of the BusConnects plan. A large number of additional bus shelters will be provided in new locations, particularly where connecting

Fig 7: New style bus stops already in place in Cork City will be rolled out across the network











"Complete transition to lowemission vehicles will begin in

Low Emission Vehicles

Tackling the challenges of climate change is a a single technology or a combination will be selected. A fleet national priority. BusConnects will contribute significantly to that objective.

As part of the BusConnects project, a decision on the optimum fleet technology will be made by the end of 2017, and either

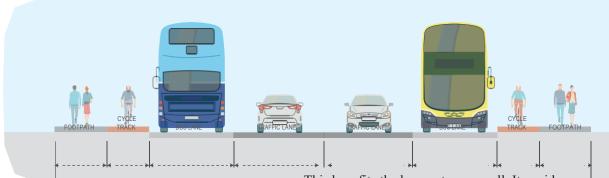
acquisition plan will be developed to transition the bus fleet to low emission vehicle types, with the first vehicles under that strategy to go into service during 2018.

Moving people from cars onto sustainable transport is essential By 2023 half of the bus fleet, approximately 500 buses, will in reducing CO² emissions and addressing congestion. Inbe converted to low emission vehicles. Full conversion will be addition, we intend to transition to a fleet of low emission completed by 2030.

vehicles, further enhancing the environmental contribution of the bus system.

The exact low emission technology remains to be determined. Research is currently on-going into electric bus solutions, with the technology evolving rapidly and several manufacturers now bringing different vehicle options to market. Compressed natural gas / biogas are relatively mature technologies which are now extensively available





Cycling facilities

The implementation of "next generation" bus corridors as part of BusConnects doesn't just address the bus requirements along those it also allows the creation of a "next generation" network of cycling facilities.

The major bus corridors also represent the major cycling arteries for the city. The reconstruction of these roads to provide the essential bus lanes that are needed for BusConnects also provides the opportunity to similarly transform the cycling infrastructure.

On each of the Core Bus Network corridors, we will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable. When implemented, this will mean that inexperienced cyclists, as well experienced cyclists, will be able to use these routes safely. A typical planned layout is shown above.

This benefits the bus system as well. It avoids cyclists sharing bus lanes with buses, where the bus speed can be limited to the

speed of the slowest cyclist in the lane, and removes many of the conflicts that bus drivers have to deal with.

Accordingly, the implementation of BusConnects will also see routes—the delivery of a network of key cycle routes, which form the foundation of the overall cycle network that has been planned for the Greater Dublin Area.





Park and Ride Facilities

Maximising the potential of the BusConnects project means enabling more people to use the bus services instead of private cars.

As part of BusConnects, a network of park and ride facilities will be developed at key locations along the radial road network.

Indicative locations are shown in Figure 8 - these will be subject to more detailed assessment as part of the project's delivery and may change. Additional locations may be added.

At each location, we are planning a high frequency bus service,

For those travelling longer distances, the optimum strategy is primarily availing of the redesigned bus network. Where

a park and ride arrangement, where they can make part of the supplementary services are needed to ensure a comprehensive journey by car, then leave the car in a dedicated car park and operation, these will be provided. complete the journey by bus.

Parking charges and bus fares will be integrated, ensuring a Bus-based Park and Ride needs careful siting of the car parks, seamless connection between the parking facility and the bus coupled with a high frequency of bus service, to operate system.

successfully. Ideally, the location of the parking facilities should be just outside the area of congestion and conveniently located for car users on the particular corridor.

Fig 8: Indicative Locations of Park and Ride Facilities



Overall Benefits

BusConnects is a plan to transform Dublin's bus system so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors.

For passengers BusConnects will deliver:

- 0 reliable and punctual bus services;
- 0 faster journey times for passengers;
- 0 comfortable, modern vehicles;
- 0 high frequency service on busy routes;
- 0 an easy to understand network;
- 0 universal passenger information at roadside, on apps social purposes. and on vehicles;
- 0 simpler fare structures and easier payment; and
- 0 seamless integration with other transport types.

For businesses BusConnects will:

- 0 by improving transport, make Dublin a more attractive location for employers;
- 0 increase potential employment catchment areas by providing
 - new transport links;
- 0 reduce commuting time for employees; and
- 0 reduce car congestion and enhance the attractiveness of
 - urban centres for shopping and



- 0 deliver a step change in cycling facilities on the key radial 0 enable more people to use sustainable transport; routes into the city centre;
- 0 transition the bus fleet to low emission vehicles;
 0 provide safe cycling facilities, largely segregated from other
 traffic, along these corridors; and
 0 assist Ireland to meet its climate change targets; and
- 0 provide the opportunity for more people to cycle to work, 0 provide a greener transport system for everyone. school, college or for recreational purposes.

For visitors

BusConnects will:

- 0 ensure a simpler and more understandable bus transport system;
- 0 enable easy use of the bus system, without the need topurchase advance tickets or payment cards;
- 0 make more places accessible for visitors and tourists; and
- 0 reduce the impacts of traffic congestion in urban centres.

Costs and Delivery

Transforming the bus system requires investment. Delivering allof the elements of BusConnects, inclusive of bus lanes, BRT and ticketing systems, will cost over pl billion. The exact cost will be finalised when the designs of the various components of the projecthave been progressed.

Delivering BusConnects will take a number of years, with the exact time period dependent on the level of funding each year.

But implementation can start quickly. The bus network redesign is already underway and the rollout of the revised network can commence in 2018. Early stage engineering designs have been advanced on some of the Core Bus Network corridors and on the BRT routes. Following receipt of planning consent, construction of each of these corridors could be completed overtwo to two and a half years, with several of the corridors able to be constructed concurrently.

Other elements of the overall BusConnects project can also be quickly progressed subject to the availability of the necessary funding. With sufficient investment and subject to the appropriate planning approvals, the benefits of the BusConnectsproject can start coming on-stream from 2019.





National Transport Authority Dún Scéine Harcourt Lane Dublin 2 D02 WT20

www.busconnects.ie

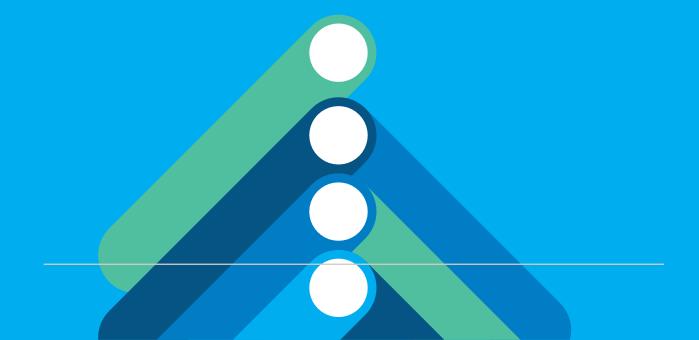
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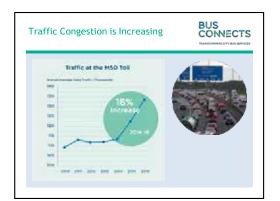


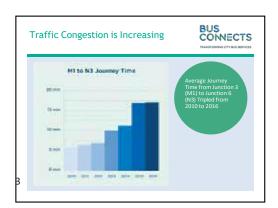
1. Launch of BusConnects Strategy
by Minister for Transport, Tourism & Sport
Shane Ross TD & NTA CEO Anne Graham
29th May 2017

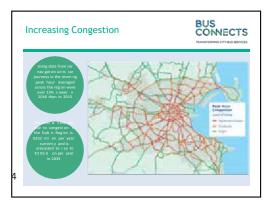
1B. BusConnects Launch Presentation















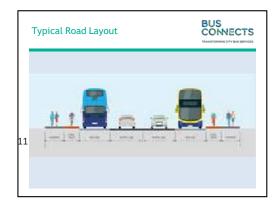


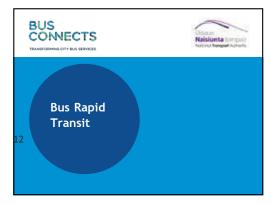


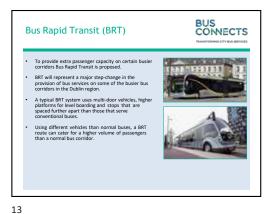
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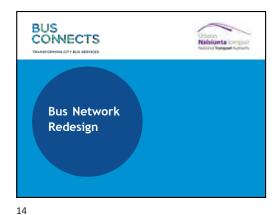


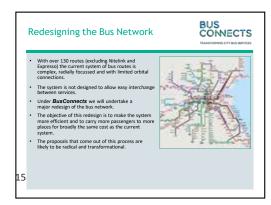






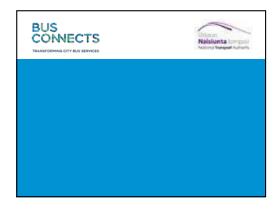


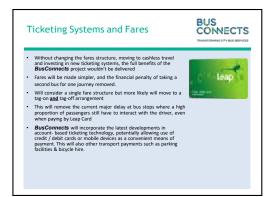


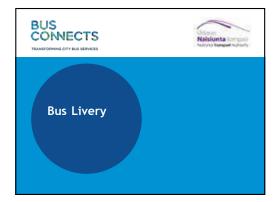






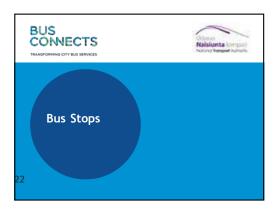


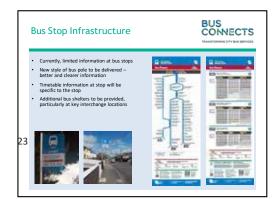




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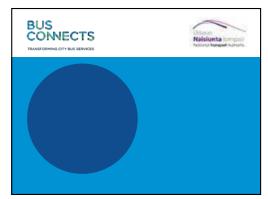


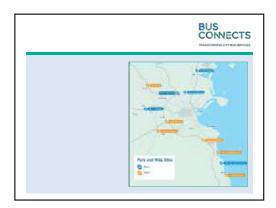


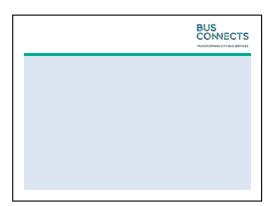


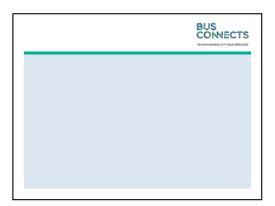


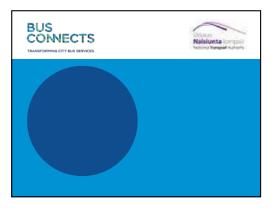






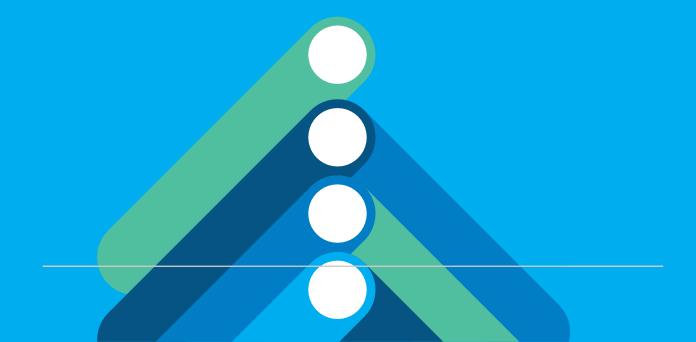




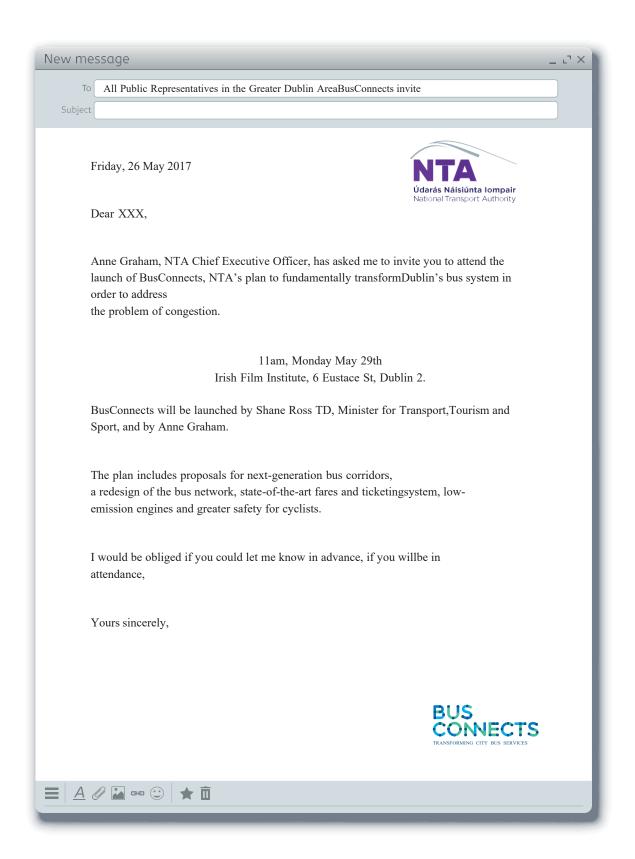


Launch of BusConnects Strategy
 by Minister for Transport, Tourism &
 Sport Shane Ross TD& NTA CEO
 Anne Graham – 29th May 2017

1C. Public Representative Engagement

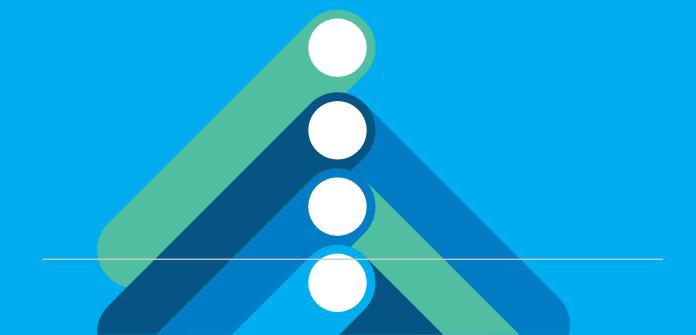


Email issued to all Public Representatives in the Greater Dublin Area on 26th May with an invite to attend the launch on 29th May 2017:



Launch of BusConnects Strategy
 by Minister for Transport, Tourism &
 Sport Shane Ross TD& NTA CEO
 Anne Graham - 29th May 2017

1D. Website & Digital Resources



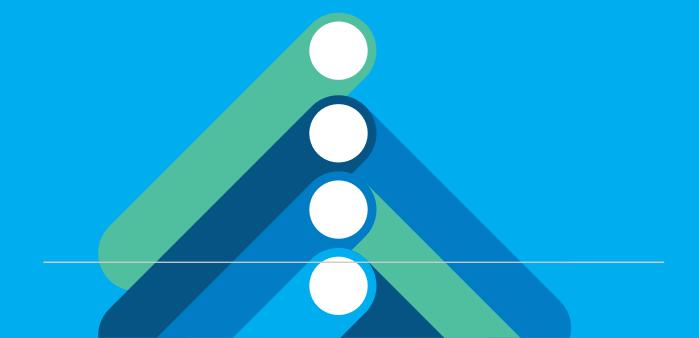
Examples of BusConnects social media engagementregarding launch on 29th May 2017:





1. Launch of BusConnects Strategy
by Minister for Transport, Tourism & Sport
Shane Ross TD& NTA CEO Anne Graham
29th May 2017

1E. Press Release & Media Engagement



Media invite to launch on 29th May 2017:

Minister Shane Ross and NTA's Anne Graham to launch "BusConnects", a strategy to transformDublin's bus services

What	Minister for Transport, Tourism and Sport, Shane Ross TD, and National Transport Authority Chief Executive Anne Graham to publish"BusConnects", the NTA's ambitious programme of investment in bus transport for the Greater Dublin Area.			
When Monday 29th May at 11.00am.				
Where	Cinema Room 2, Irish Film Institute, 6 Eustace Street, Temple Bar, Dublin 2			
Who	 Shane Ross TD, Minister for Transport, Tourism and Sport Anne Graham, CEO, National Transport Authority 			
RSVP/media queries	Q4PR Paul Nallon – paul@q4pr.ie / 086 869 4041 NTA Dermot O'Gara - Dermot.OGara@nationaltransport.ie – 085-245 1633 *Photography by Julien Behal*			

Thursday, 24th May – You are cordially invited to attend the launch of the NTA's "BusConnects" strategy on Monday 29th May in the Irish Film Institute located at 6 Eustace Street in Temple Bar. The Minister for Transport, Tourism and Sport Shane Ross TD will launch "Bus Connects" alongside the CEO of the NTA, Anne Graham. The launch event will feature opening remarks,

a video presentation of the new strategy and a short Q&A session.

ENDS/

Press Release issued on 29th May 2017:

Appendix

Appendix

2. Core Bus Corridors Project Discussion Document – 12th June 2018

- 2A. Discussion Document Brochure June 2018
 - English
 - Irish Cover

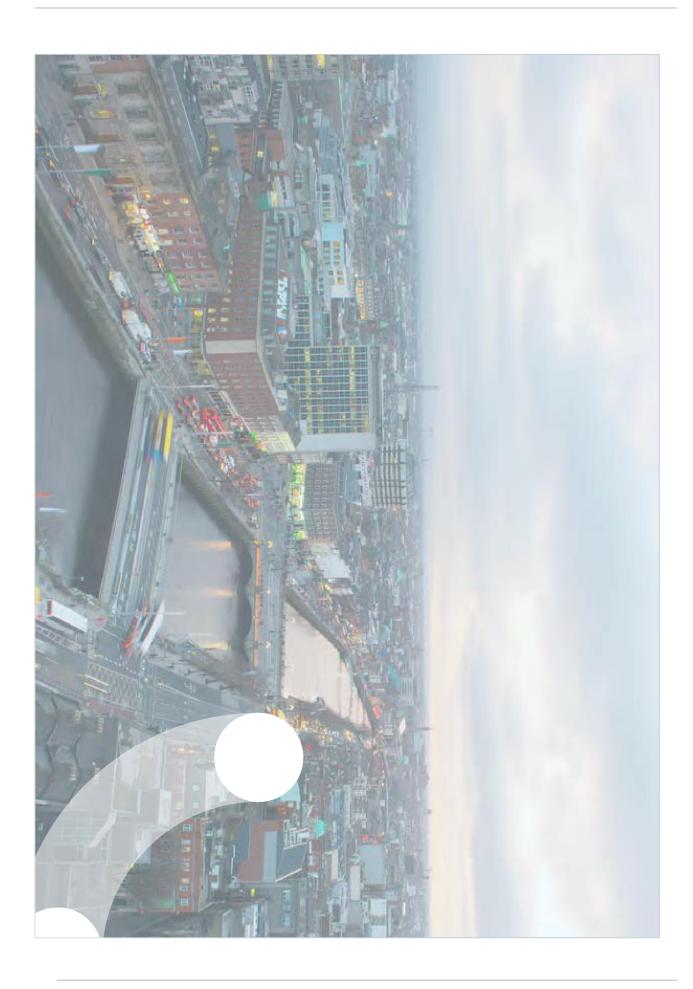
















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1. Introduction

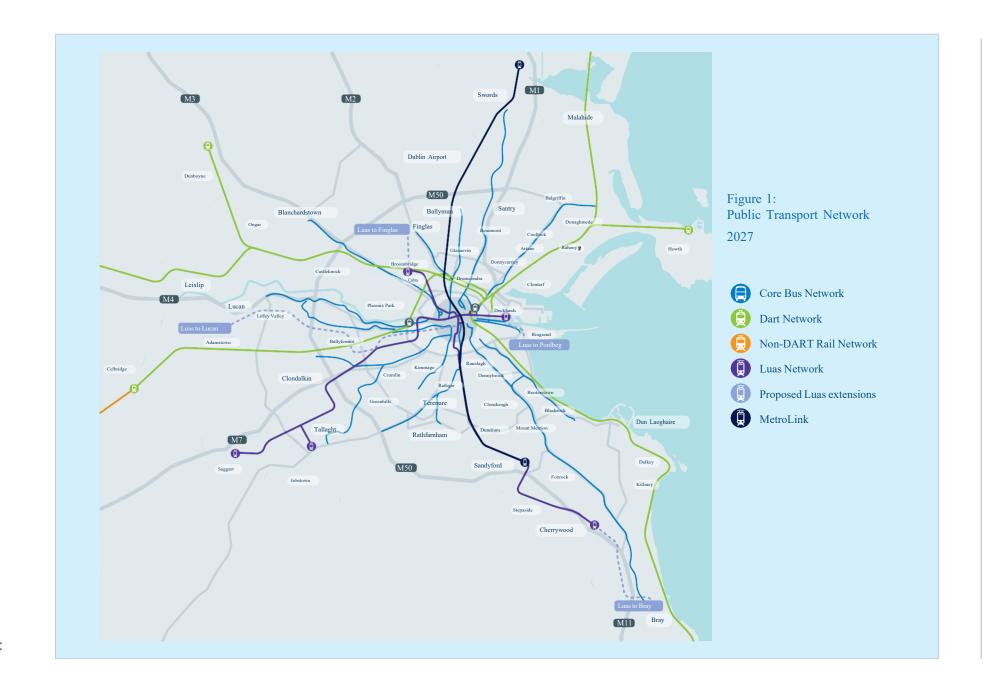
1. Overview

A major investment programme to improve publictransport in Dublin is underway. The three major elements of that overall programme are:

- 1 The MetroLink project which is the development of a north-south urban railway service that will run between Swords and Sandyford, connecting key destinations including Dublin Airport and the City Centre along the 26km route;
- 2. The DART Expansion Programme will see the implementation of high frequency DART services to Drogheda on the Northern Line, Celbridge/Hazelhatch on the Kildare Line, Maynooth and M3 Parkwayon the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south
- 3. as Greystones; and

BusConnects Dublin, a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, Once completed this integrated public transport network will provide new opportunities for travelling. It will enable easier, more reliable and flexible travel across a range of modes. There will be new destinations for people. The network will facilitate new ways to get to work, educationand leisure purposes. It will also ensure much quicker travel times than currently possible. Figure 1 shows the network of high capacity public transport corridors – bus, rail, metro and Luas – that will be in place in 2027.

This document is an update on the infrastructure aspects of the BusConnects Dublin project which is the building of a core bus corridornetwork. This consists of 16 radial core bus corridors, which



1.2 What is BusConnects Dublin?

BusConnects Dublin provides the foundation to this overall transport system, with the revised bus system projected to carry the majority of passengers across the region and provide key linkages to serve the needs of Dublin into the future.

BusConnects Dublin aims to overhaul the current bus system in the Dublin region by:

- **h** building a network of new bus corridors on the busiest bus routes tomake bus journeys faster, predictable and reliable;
- nore efficient network, connecting more places and carrying morepassengers;
- h developing a state-of-the-art ticketing system using credit and debitcards or mobile phones to link with payment accounts and making payment much more convenient;
- nimplementing a cashless payment system to vastly speed uppassenger boarding times;

- h revamping the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty;
- h implementing a new bus livery providing a modern look and feel to thenew bus system;
- **h** rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters; and
- h transitioning starting now to a new bus fleet using low emissionvehicle technologies.

BusConnects Dublin is a programme of integrated actions which, together, will deliver a bus system that will enable more people to travelby bus than ever before, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors.

Many of the initiative already und including the But it is not just the bus system that will be transformed under BusConnects Dublin. The same corridors that are important for buses are also the main cycling routes into the city centre. BusConnects Dublin will see safe cycling facilities provided along each corridor, segregated asfar as practicable from other traffic. The cycling infrastructure delivered under this programme will form the core of the region's cycling network and deliver a radical step-



A Network of Core Bus Corridors (Continuous bus lanes and safe cycling facilities)



Park & Ride Facilities



New Bus Livery



Complete Redesignof Bus Network



Simpler Fare Structure



New Bus Stops and Shelters



State-of-the-art Ticketing System



Cashless Payment System



Use of Low Emission Vehicles

1.3 Consultation Timeline

Over the coming months we intend to undertake two major publicconsultations in relation to BusConnects Dublin. These

July 2018:	Public consultation on the redesigned network of bus services. Work is ongoing on redesigning the network of bus services that operate throughout Dublin. We want toredesign the overall network of bus services to allow more people to get to more places in a shorter time than is the case at present. Plus we want the network to be simpler andeasier to use. A report setting out proposals for the revised system of bus routes will be
Sept/Oct 2018:	Public consultation on the bus infrastructure proposals – the bus lane project for the radial Core Bus Corridors identified later in this document. It is intended that fuller details of the various corridors will be developed and made available as part

While comments in relation to this document are welcome and can be submitted, there will be a full opportunity to provide comprehensive feedback and views as part of the Sept/Oct consultation process, whenfuller details of the proposals are



2. Growing Congestion

2.1 Congestion Issue

Ireland continues to emerge from the severe economic recession of recent years and the associated high levels of unemployment that existed during that time. The economy is growing strongly; more and more people are at work; the number of visitors to the country is at recordlevels. Alongside the recovery, however, are growing challenges, with traffic and transport among the key issues facing the Dublin region.

During the recession transport levels fell dramatically due to factors such as reduced business activity, people spending less money, emigration and unemployment. Travel in and out of Dublin City Centre each morning(7am to 10am) dropped from 207,379 people in 2006 to 181,042 in

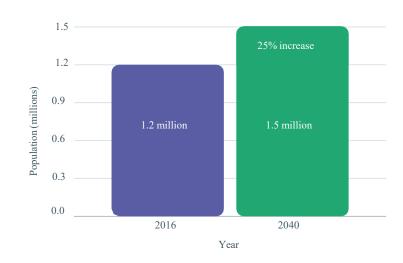
2010, a decrease of 13%. Overall numbers using bus fell by 16% while rail passengers decreased by 30%. As well as reduced public transportusage, the number of cars and commercial vehicles on our roads also

decreased. Congestion during this time was less and travel times becameshorter as the roads had fewer vehicles using them.

Now in 2018 that position has changed dramatically. Traffic levels have grown steadily since the economy began to recover and congestion

is now one of the most significant challenges facing the region. It is predicted that the population for the Dublin region will grow

Forecast Population Growth in Dublin Region



2.2 Impact on Bus Travel

Congestion impacts many aspects of people's lives negatively, and without intervention it will continue to diminish people's quality of lifewhile also putting economic growth at risk.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

As a result, whereas bus journeys should be fast, reliable and predictable, the increasing impact of congestion is undermining that objective.

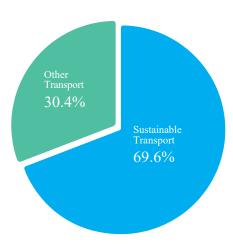
Additional buses are being added to the system simply to compensate for delays in journey times. So, where a bus could complete a route journey in 90 minutes during peak hours and return after a short turnaround, that journey is now taking longer nd dditi nal bus nd drive is ded to vide the ret More people are now travelling into Dublin City Centre each day than ever before. In 2017, a total of 211,000 people crossed the "canal cordon" to access the city centre during the 7am to 10am morning peak. This is higher than during the 'Celtic Tiger' boom years, and the numbers are increasing year on year.

The means by which people access the city centre has changed over the last decade. Now 70% approximately of people travelling into the city each morning do so by sustainable transport- walking, cycling, bus, rail or luas. Cars only account for 30% of travel.

Of these numbers entering Dublin City each day, the majority use the busfor this journey. As those numbers grow, and as congestion worsens, it

is becoming increasingly difficult to operate a reliable bus system

Canal Cordon average daily trips



Sustainable transport: Bus, Rail, Luas, Taxi, Walk, Cycle

3. Details of the Core Bus Corridor project

3.1 Overview

The focus of this part of the BusConnects Dublin programme is the delivery of the Core Bus Network, the bus lanes that are needed to make the bus system operate efficiently, reliably and punctually. Our intention is to develop these bus corridors so that each will have continuous bus priority – in other words, a continuous bus lane in eachdirection. This will remove the delays currently being experienced, which will grow worse as congestion increases, and allow the buses to transport their many thousands of passengers with greater certainty about the arrival times to their destinations.

Our plan is being developed using all available data and forecasting to understand past trends and events. It takes into consideration the current situation and the challenges and opportunities that Dublin will face over the coming decades. Projections of a future without BusConnects Dublin clearly indicate that journeys times will continue to erode and

230kms
of continuous
bus priority





BUS CONNECTS

TRANSFORMING CITY BUS SERVICES

Figure 2: Radial Core Bus Corridors

- 1. Clongriffin to City Centre
- 2. Swords to City Centre
- 3. Ballymun to City Centre
- 4. Finglas to Phibsborough
- 5. Blanchardstown to City
- 6. CentreLucan to City Centre
- 7. Liffey Valley to City
- 8. CentreClondalkin to
- 9. 10. Kimmage to City Centre
- 11. Tallaght to Terenure
- 12. Rathfarnham to City Centre
- 13. Bray to City Centre
- 14. UCD Ballsbridge to City Centre
- 15. Blackrock to Merrion

3.2 What a typical layout will achieve

Overall, the proposal envisages the provision of about 230 kilometres of bus lanes on sixteen of the busiest bus corridors in Dublin, which we refer to as "Radial Core Bus Corridors". These

In addition to the radial core bus corridors, there is also a plan for enhancement of the orbital bus corridors as part of BusConnects Dublin. These proposals will form a separate plan which will be advanced at a future date. The proposed orbital routes are shown in

Our objective is to provide a continuous bus lane in each direction as well as maintaining two general traffic lanes. In addition, we also want to provide a dedicated cycle track on each side of the road, providing safe cycling facilities, segregated from other vehicular traffic. The typical roadlayout also includes footpaths for pedestrians and supporting elements such as pedestrian crossings at all key road crossing points, and bus shelters for waiting passengers.

The typical road layout that we want to achieve on these radial core buscorridors is set out as shown in Figure 4.

However, this typical road layout is difficult to achieve in practice and thenext section sets out the challenges that we face in trying to implement this layout. Further information on the difficult choices that have to

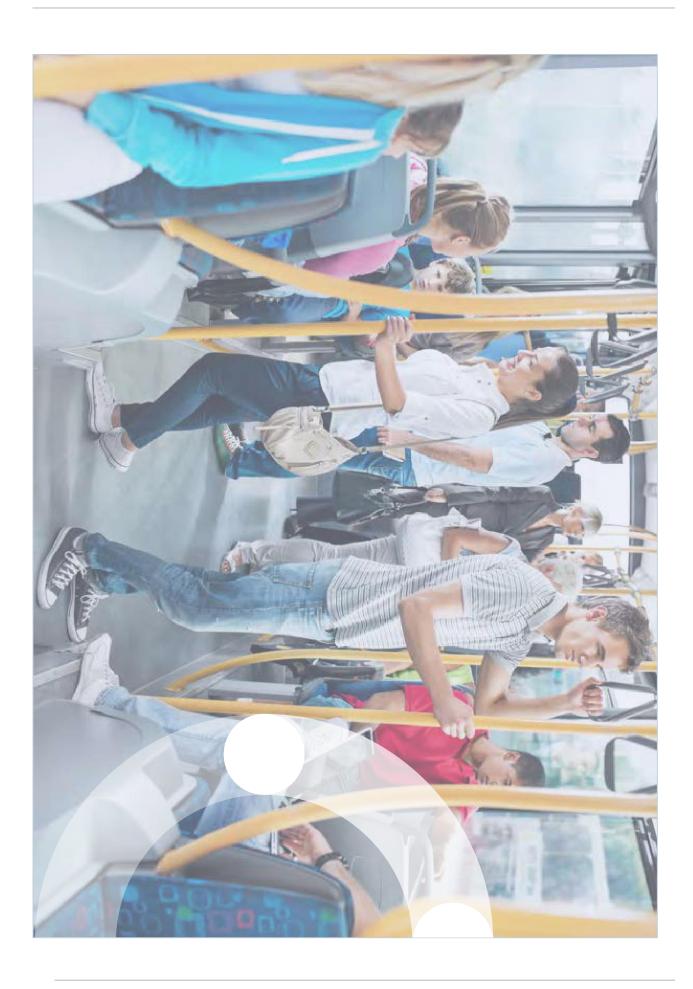
be made are included in the preliminary route maps detailed in the

Figure 3: Future Orbital Bus Corridors



Figure 4: Typical Road Layout







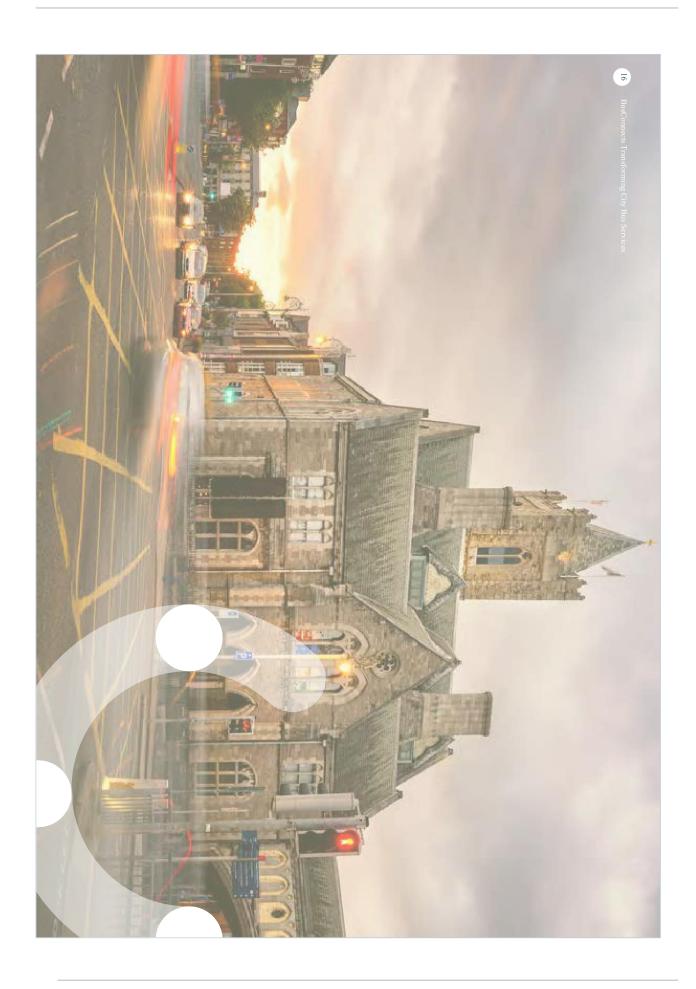
3.3 Preliminary route maps

The Appendix to this document provides preliminary route maps for the sixteen Radial Core Bus Corridors. These maps set out a preliminary proposal for each of the bus corridors, together with some of the key

impacts, issues and challenges that relate to the particular corridor.

Without the transformed road infrastructure, the bus system will deteriorate in performance. Growing congestion will mean that bus journeys will take longer and become more unreliable. It simply will not be a realistic alternative for many people and will not provide the capacity to transport the many thousands of extra passengers that it will need to move each day to deal with the growing traffic congestionproblems of the region.

As detailed in Section 1.3, there will be a formal public consultation phase later this year seeking feedback and comments on the emerging proposals.



4. The Challenges

It's important to acknowledge that the choices required deliver this step-change in the performance of the bus system will be difficult. However, the decision- making needs to be done now and not postponed until the problem is far greater. Some of the decisions may be hard but they are being made because we believe in these plans and in their potential to fundamentally transform the way public transport works in Dublin.

Dublin is a medieval city. Its streets and roads have developed and evolved over centuries dating back to the Viking era. Needless to say thestreets were not designed to move the number of people that now need to travel in and out of the city each day. Some of the city's inner suburbs date back to Victorian times, with road layouts designed for far more modest levels of traffic than we see today.

It could never have been envisaged over the centuries, that Dublin would become the metropolitan city it is today and that hundreds of thousands of people would be moving through the city centre on a

Our challenge now is to respond to the needs of a modern city by providing a fit-for-purpose bus system, built on a streetscape that datesback centuries. That means difficult decisions will have to be

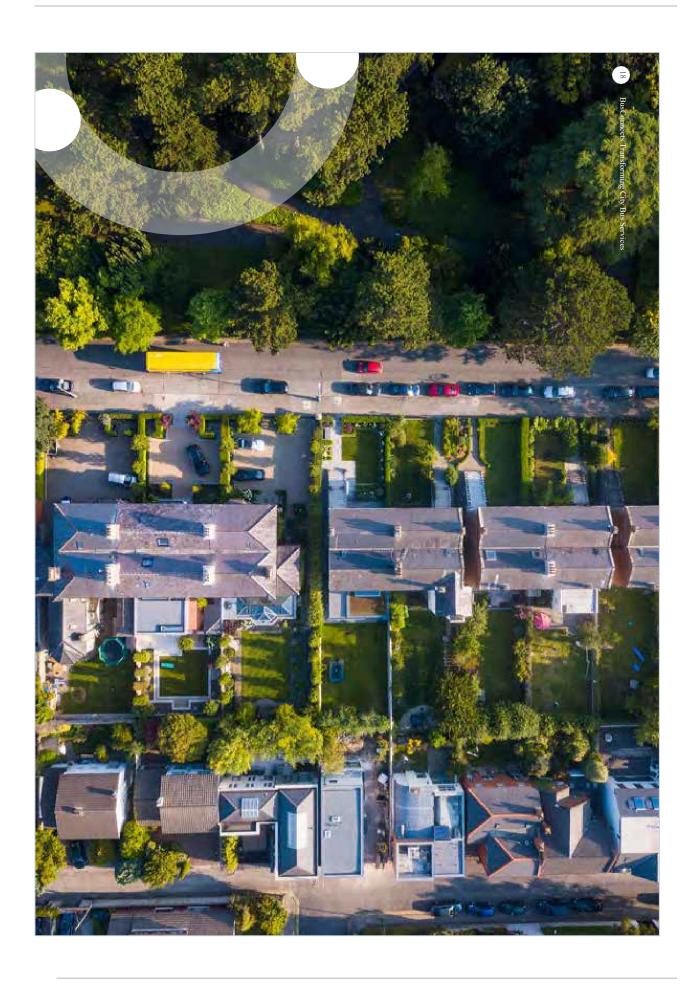
- **h** Will we need to widen
- h Will we have to convert current traffic lanes to bus
- **h** Will we need to restrict on-street
- h Will we need to remove trees or parts of front

The answers to the above questions will be yes. These are tough choiceswhich cannot, and will not, be made lightly. Not all the impacts will be felt equally and some locations will require more changes than others. Over the years modifications that were easier to implement - the ones that caused little or no disruption - have been made. This means that there are no longer any simple changes which we can make that would generate meaningful benefits.

So we now need to make significant changes if we are to allow Dublinto grow and flourish into the future. Quite simply, if we genuinely want to put in place a much better public transport system, our bus system,

which carries over two-thirds of Dublin's transport passengers, has to

If we decide not to make these changes now, then we need to accept that Dublin will become increasingly congested and a less attractive place to live and work, both for us and for future



4.1 Likely impacts

Traffic movement

By creating more priority for buses and cycling there will be changesto how traffic currently moves around the streets. Some roads may

become one-way, new bus-only sections will be introduced and in someplaces general traffic will have to take new routes in and out of the city. Additional cycle routes which will be built, generally segregated from vehicular traffic and pedestrian crossings will be

Acquisition of Parts of Gardens

Because there is so little unused space along these busy roads, it will often not be possible to accommodate the bus lanes and cycle lanes in the width available. In order to achieve the required space it will be

necessary, in places, to acquire parts of front gardens and land in front of commercial properties to allow the bus and cycle lanes to be provided. This would require rebuilding new garden walls a short

Reduction of On-Street Parking

Because the roads we are widening travel through residential and business areas there will be a need to reduce the amount of onstreetparking to accommodate the new layout.

Removal of Trees

As with the need to remove some parts of front gardens and footpaths, there will be also be a need to remove trees along some of the corridors. The Public Consultation stage later this year will have details and locations of the trees and lands impacted, once the initial designs are developed.

Road Works and Construction Sites

Widening roads, and building bus and cycle lanes, requires a certain amount of construction work. There will be excavation of the existing roads, plus parts of gardens and footpaths where needed. There will be resurfacing, kerbing, replanting and landscaping. During the constructionstages, the construction sites will be localised and managed on a road by road basis. As with any work site and road works, there will be a certain level of noise, dust and

The size of each work site and the hours of working will have to take into consideration the residential nature of many of the roads. Trafficmanagement will be very important to keep the traffic moving and ensuring local access for people and



4.2 Our plans to mitigate those challenges

Obviously these challenges and impacts are significant. Some roads will be impacted more than others. Some of the impacts will mean different things to different peopledepending on where they live and their homes. We are in no way underestimating or making light of the issuespeople will face, and that is why we are stating them clearly at this early stage.

Every feasible option will be looked at to minimise the disruption to people, their properties and the wider local community. Where there is simply no viable alternative, and where we know we have to remove

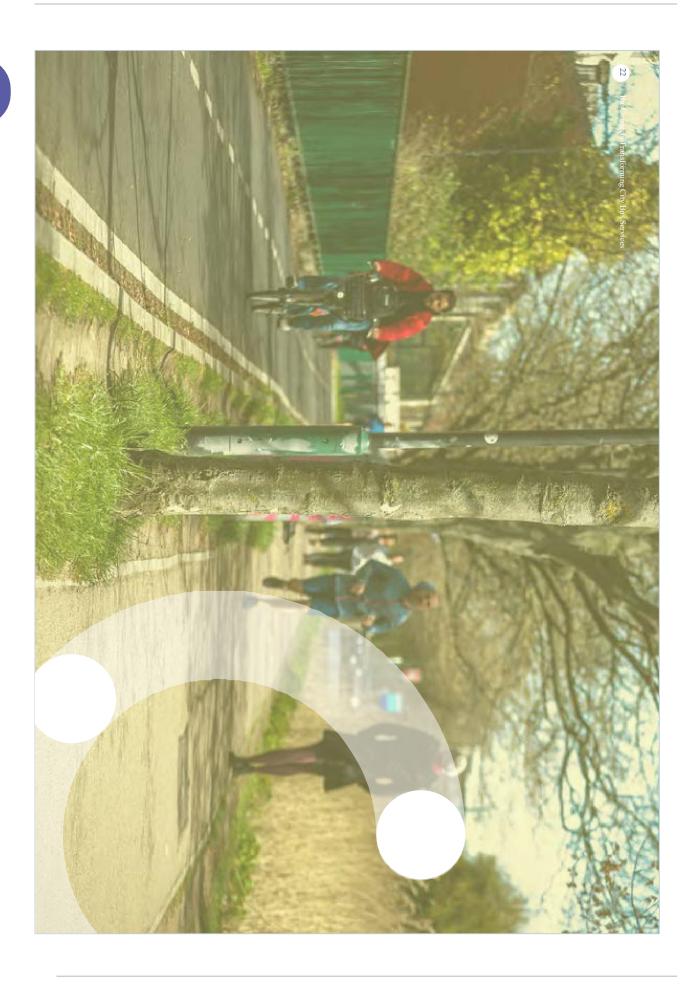
trees, parts of gardens or parking, we will ensure appropriate mitigation measures are put in place, wherever practicable.

A defined set of guidelines and principles for mitigation, compensation and reparation will be developed in advance of planning permission being sought. Below are some of the measures that we envisage will be included. This list is not exhaustive and we anticipate that there will be other concerns.

ĥ Where lands, such as parts of gardens, are being acquired for widening – we will purchase the portion of front gardens from property owners; ensure new landscaping and replanting of the gardens as well as providing compensation for the garden portion lossand disruption.

- Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semi-mature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the originallocations.
- h Where there is a loss of on-street parking or private parking space we will seek to provide, where feasible, alternative parking close by forresidents and businesses.
- h Where private and public walls or fencing are removed we will rebuild new garden walls and replace fencing where gardens have been affected and shortened. Also, where public or commercial wallsand fencing have been taken they will be rebuilt and replaced.
- We will look for areas along the busy corridors where it is possible to improve the existing local spaces and the existing landscaping. It is important to use this opportunity to not only replace what is removedbut to enhance the local areas. To do so, we will provide funding support for urban centre improvements and creating attractive local environments.
 - Where traffic is diverted and re-routed, adequate signage and roadmarkings will be provided for people to find their way. Also, local access will be maintained where new bus-only sections or one-way systems are brought in for residents and commercial properties.

Clongriffin to City Centre / Core Bus Corridor Scheme Appendix





5. The Benefits

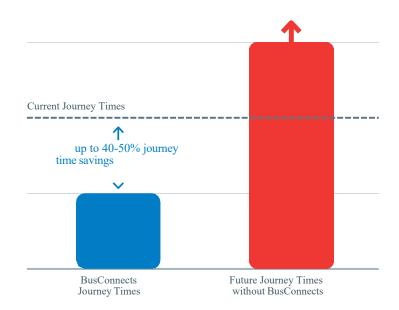
5.1 How will this plan benefit cyclists and pedestrians?

This plan is not just about buses, in fact, this plan will provide much needed cycling facilities and make it easier and more attractive to cyclearound the city region. Given the increasing number of cyclists across Dublin there is an imperative to provide safe and segregated cycling facilities where possible.

The major bus corridors across Dublin city are also the main cycling arteries. The widening of these roads for bus lanes provides the opportunity to transform the cycling infrastructure at the same time.

On each of the 16 radial core bus corridors our objective is to provide high quality cycling facilities, segregated from the bus lanes and generaltraffic lanes as far as is feasible. We calculate that over 200kms of cycle tracks/lanes will be either built or current lanes improved upon. A bettercycling network is good for all transport users. It avoids cyclists sharing bus lanes with buses and will of the nfli bet buses nd yclis Thi

In addition, we will also use this unique opportunity to make a better environment for pedestrians as we improve these corridors. In particular, we will improve the quality of footpaths and pedestrian crossings as wellas improving pedestrian facilities at junctions. We will also enhance key local centres with additional landscaping and



5.2 Journey Time Savings

In 2017 almost 13,000 people took part in a survey regarding the currentbus network and services. Of those who took part the most important goals for public transport for them are – reduce the dependence on private cars, limit traffic congestion and make the city an attractive place to live and work. These things clearly matter to people and how they value their quality of life and use of their time. These goals can

be achieved by providing dedicated bus lanes to ensure punctuality,

The core bus corridor project will deliver journey time savings of up to 40-50% on each corridor. With the implementation of BusConnects Dublin people travelling on these routes will reach their destinations much faster than they currently do. Just as importantly, they can have greater certainty about when they will arrive at their destination, becausetheir bus will no longer be affected by general traffic congestion.

However, the future without BusConnects Dublin will see a signific nt deterioration in jour ti ; people will spend

The core bus corridor project will deliver on improving journey times and creating certainty and confidence in the bus system. Improving the current journey times on the key bus corridors will make bus travel more attractive, will improve the efficiency of the services and give people thereliability of knowing exactly how long



The most important goals for publictransport:

"Reduce the dependence on private cars"

"Limit traffic congestion"

"Make the city an attractive place tolive and work"

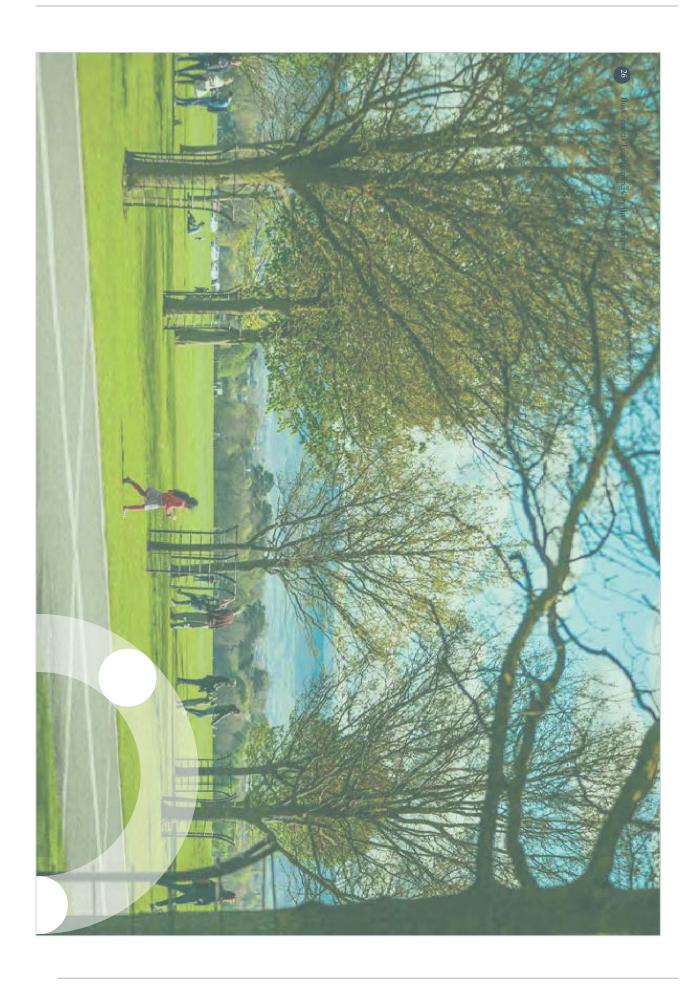
5.3 Building a sustainable, living city forfamilies and communities

BusConnects Dublin is about making travelling by bus a better option. Byproviding a high-quality, frequent and reliable bus service, we can make Dublin a more attractive place to live, work and visit.

With proper bus prioritisation measures in place, it will be much easier to provide a bus service that is quick and efficient, and that gets people where they need to be, with a minimum of stress. That means that for anybody that needs to get around the city, or from one part of Dublin toanother, taking the bus will make more and more sense.

With quicker journeys and services whose reliability is not undermined bytraffic congestion, the city will seem like a smaller, more accessible place and everywhere will be within an easy bus ride of just about anywhere else.

All of Dublin – all of its colleges, offices, retail streets; all of its coffee shops, old and new; all of its pubs and bookshops; all of its restaurants and theatres; all of its character - will be opened up, to all



5.4 Taking seriously our climate change responsibilities

Tackling the challenges of climate change is a national priority and Bus Connects Dublin will contribute significantly to that objective.

Already significant progress has been made in this regard and the days of buses spewing out black plumes of diesel exhaust are thankfully consigned to history. But more needs to be done to protect our communities from the harmful effects of gases and other emissions.

Moving people from cars onto sustainable transport is a key component in reducing CO2 emissions, in addition to addressing congestion with its adverse environmental impacts. But in addition to those beneficial impacts, we want to transition to a fleet of low emission vehicles, further enhancing the environmental contribution of the bus system.

Substantial research is currently on-going into electric bus solutions, withthe technology evolving rapidly and several manufacturers now bringing different vehicle options to market.

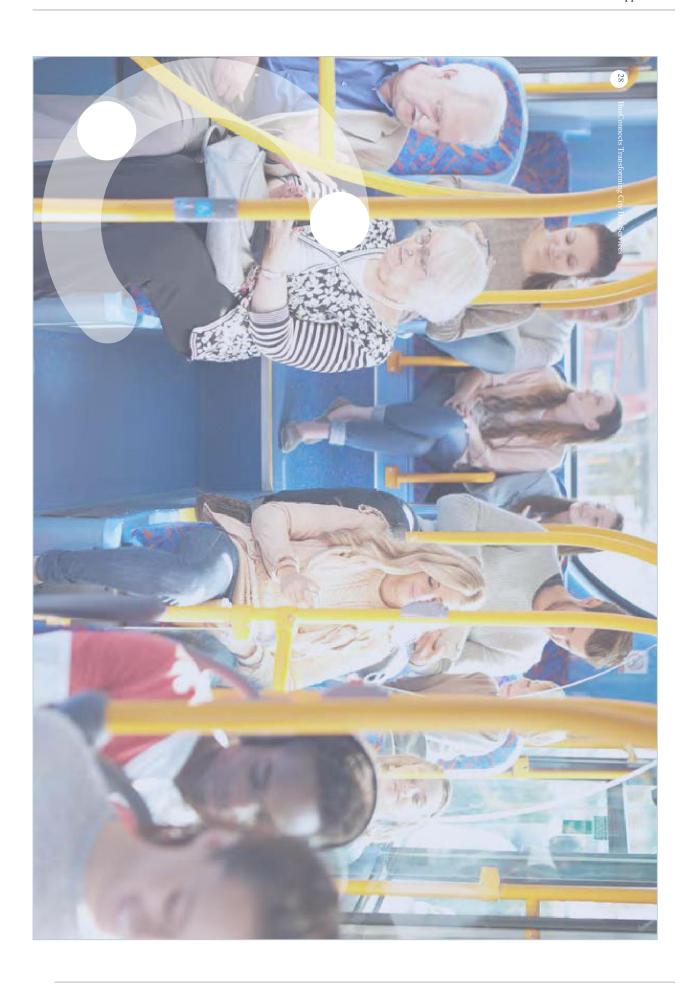
A fleet acquisition plan will be developed to transition the bus fleet to a low emission vehicle type (or types), with the first vehicles under that strategy to go into service very soon.

5.5 Supporting the economy and jobs

A well-functioning public transport system is a basic requirement for anymetropolitan area that aspires to providing plenty of good employment opportunities for its people into the future. With bus, rail and trams, Dublin boasts some really great services but if we are to maintain our capacity as a city, a region and a capital, to continue to attract the best jobs and the best employers, we will have to do more, and urgently.

By improving the overall public transport offering, these proposals willmake commutes shorter and more reliable, and will therefore make Dublin a more attractive location for employers.

It will also make it easier for people to get out and enjoy the city and allit has to offer, which is good news for businesses in the city centre and beyond.





6. Contact Us

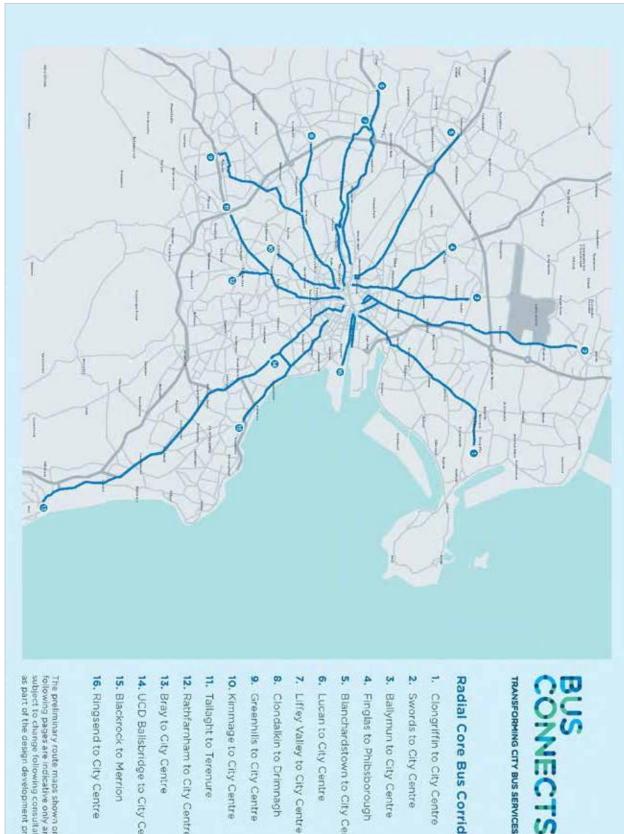
This document provides an update on BusConnects Dublin and the work being undertaken in planning the bus lane infrastructure which isat the heart of BusConnects Dublin. Please feel free to contact us for further information or queries you may have.

In relation to the individual corridors, work is continuing on assessing options and developing proposals which will be published for public consultation in September / October this year. Accordingly, more detailed information on the individual corridors will not be available until that later consultation stage.

The www.busconnects.ie website will provide regular updates as the project develops. In addition the email address is info@busconnects.ieand Freefone 1800 303 653. If you would like to contact us by post or to receive printed copies of this document you can also write to us:

BusConnects
National Transport
AuthorityDun Sceine
Iveagh Court
Harcourt Lane
Dublin 2,
DO2 WT20





Radial Core Bus Corridors

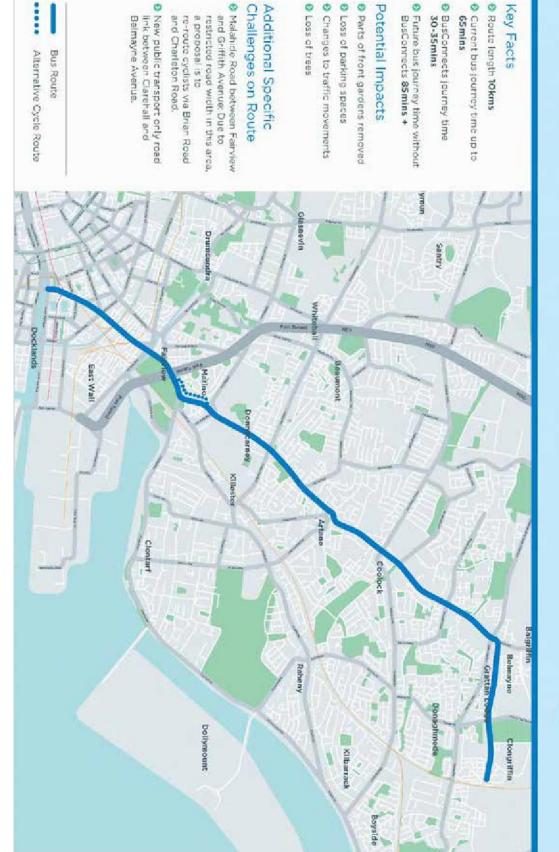
- Clongriffin to City Centre
- Swords to City Centre
- Ballymun to City Centre
- Blanchardstown to City Centre Finglas to Phibsborough
- Lucan to City Centre
- Liffey Valley to City Centre
- Greenhills to City Centre Clondalkin to Drimnagh
- 10. Kimmage to City Centre
- 11. Tallaght to Terenure
- 12. Rathfarnham to City Centre
- 14. UCD Ballsbridge to City Centre
- 16. Ringsend to City Centre

The preliminary route maps shown on the following pages are indicative only and are subject to change following consultation and as part of the design development process.

Clongriffin > City Centre

Core Bus Corridor (bus & cycle infrastructure)



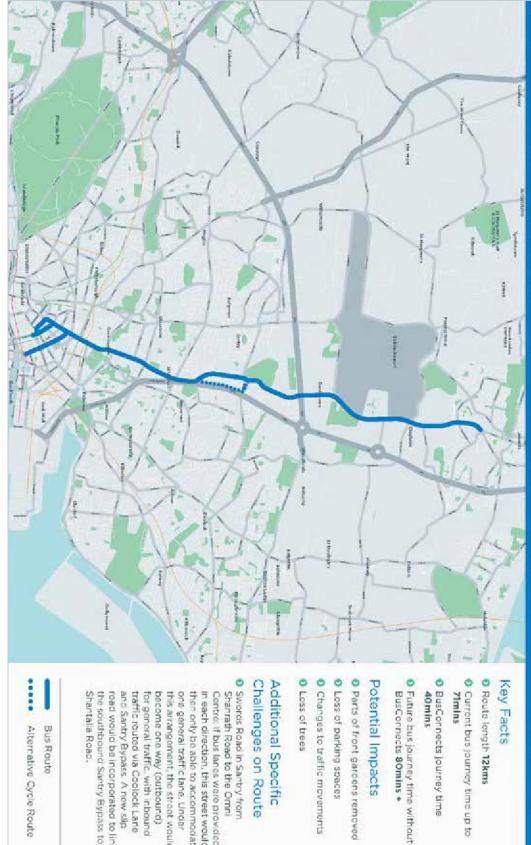


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Swords > City Centre

Core Bus Corridor (bus & cycle infrastructure)



Key Facts

- O Route length 12kms
- BusConnects journey time
 40mins

Potential Impacts

- Parts of front gardens removed
- Changes to traffic movements

Challenges on Route Additional Specific

 Swords Road in Santry from Shanrath Road to the Omni one general traffic lane. Under Shantalla Road. road would be incorporated to link the southbound Santry Bypass to this arrangement, the street would in each direction, this street would and Santry Bypass. A new slip traffic routed via Coolock Lane for general traffic, with inbound become one way (outbound) then only be able to accommodate Centre: If bus lanes were provided

Alternative Cycle Route

Bus Route

Ballymun > City Centre

Core Bus Corridor (bus & cycle infrastructure)



Key Facts

- O Route length 6kms
- Current bus journey time up to 45mins
 BusConnects journey time 20-25mins

Ballymun

Santry

Puture bus journey time without BusConnects 55mins +

Potential Impacts

- Parts of front gardens removed
 Loss of parking spaces
- O Changes to traffic movements

 O Loss of trans

Additional Specific Challenges on Route

Betanic Road, Glasnevin Hill, Ballymun Road: To allow a bus lane in each direction on St. Mobhi Road, while maintaining the existing mature trees along this street, outbound general traffic could be routed via Botanic Road. Under this arrangement, St. Nobhi Road would then become one-way southbound for general traffic, while allowing residents to also access the road in the northbound direction by using the bus lane.

....

Alternative Cycle Route

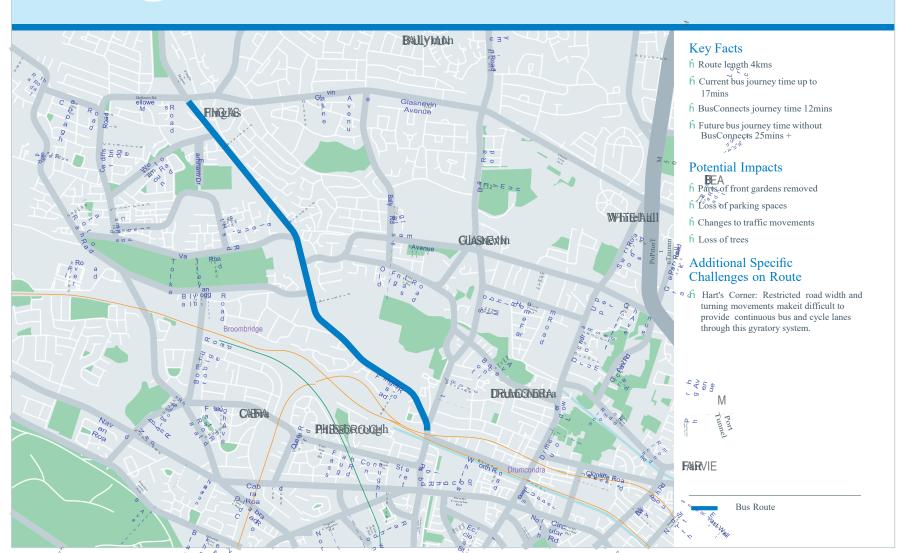
Bus Route



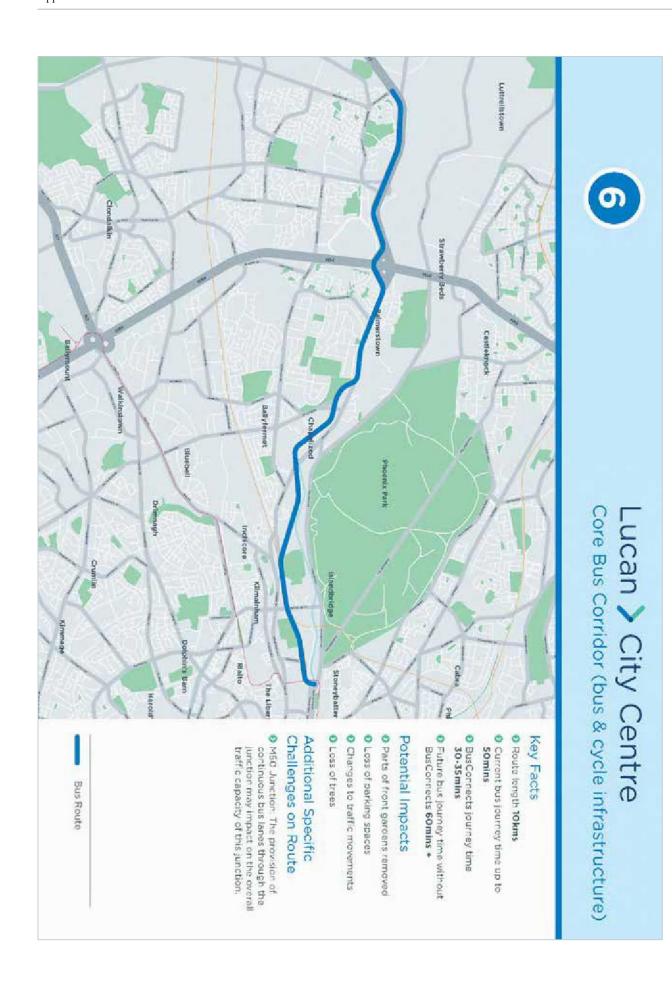


Finglas > Phibsborough

Core Bus Corridor (bus & cycle infrastructure)



Puture bus journey time without BusConnects 80mins + BusConnects journey time 25-30mins O Current bus journey time up to 8 Route length 8kms Key Facts Old Cabra Road and Prussia Challenges on Route Additional Specific Changes to traffic movements Potential Impacts Core Bus Corridor (bus & cycle infrastructure) Blanchardstown > City Centre Loss of parking spaces Parts of front gardens removed general through traffic on these two streets. Local access would still be maintained including to the shopping centre. Street in order to provide bus lanes, a proposal is to remove Bus Route Strawborry Bods Palmerstown Abbotstown Phoenix Park Islandbridge Phibsborough Ballyr



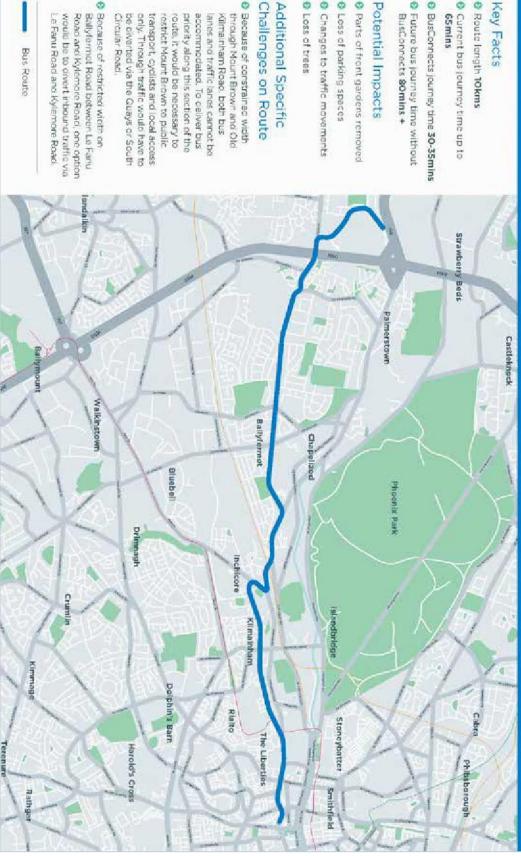
_iffey Valley > City Centre

Core Bus Corridor (bus & cycle infrastructure)



Key Facts

8 Route length 10kms



Additional Specific

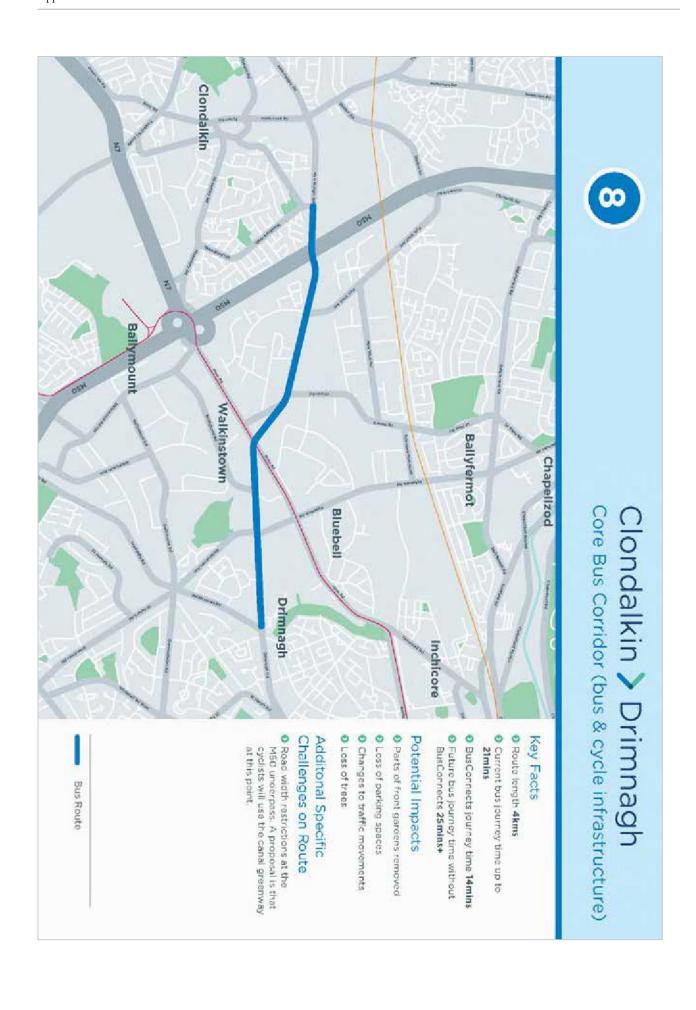
Circular Road.

Bus Route

Potential Impacts

BusConnects 80mins +

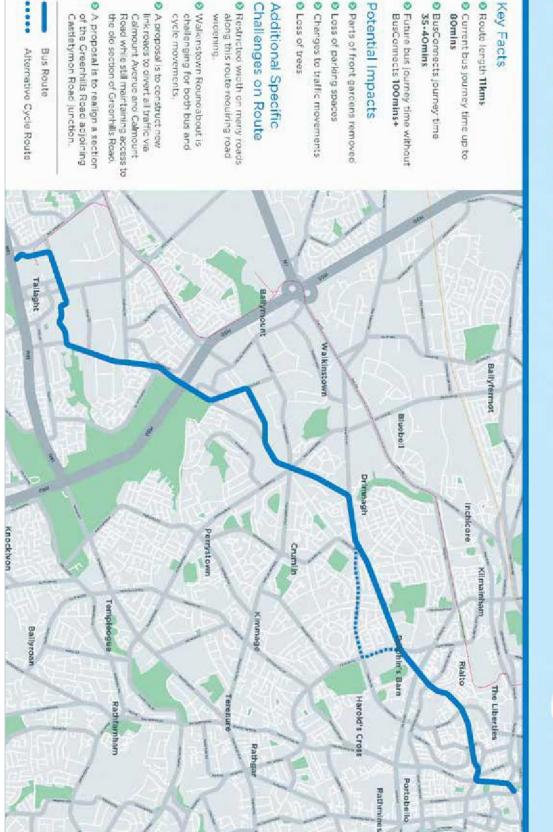
b Loss of parking spaces



Greenhills > City Centre



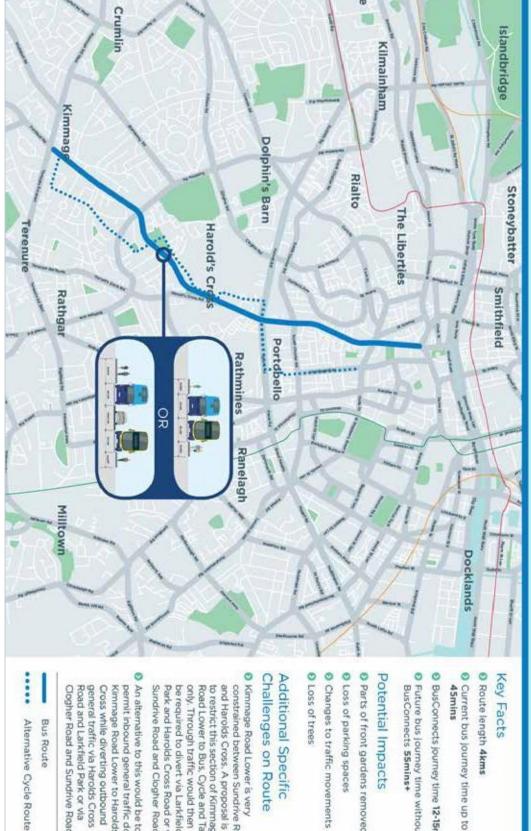
Core Bus Corridor (bus & cycle infrastructure)





Kimmage > City Centre

Core Bus Corridor (bus & cycle infrastructure)



- O Route length 4kms
- O Current bus journey time up to
- BusConnects journey time 12-15mins
- Future bus journey time without BusConnects 55mins+

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements

Challenges on Route Additional Specific

- Kimmage Road Lower is very and Harolds Cross. A proposal is Park and Harolds Cross Road or via Sundrive Road and Clogher Road be required to divert via Larkfield only. Through traffic would then Road Lower to Bus, Cycle and Taxi to restrict this section of Kimmage
- An alternative to this would be to Kimmage Road Lower to Harolds Clogher Road and Sundrive Road general traffic via Harolds Cross Cross while diverting outbound permit inbound general traffic down Road and Larkfield Park or via

Tallaght > Terenure

Core Bus Corridor (bus & cycle infrastructure)



- Route length 4kms
- BusConnects journey time
 10-12mins Ourrent bus journey time up to
- O Future bus journey time without BusConnects 45mins+ Potential Impacts

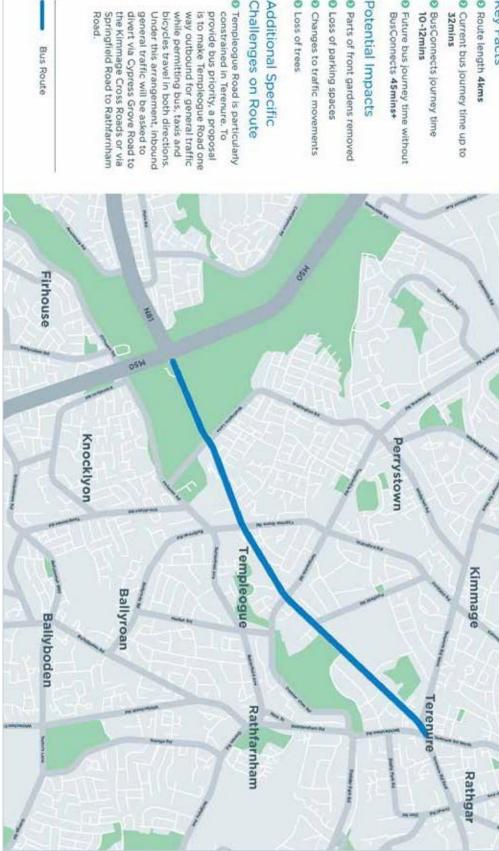
O Changes to traffic movements

Loss of parking spaces

Challenges on Route Additional Specific

 Templeogue Road is particularly constrained in Terenure. To provide bus priority, a proposal Springfield Road to Rathfarnham divert via Cypress Grove Road to bicycles travel in both directions. Under this arrangement, inbound general traffic will be asked to is to make Templeogue Road one way outbound for general traffic while permitting bus, taxis and

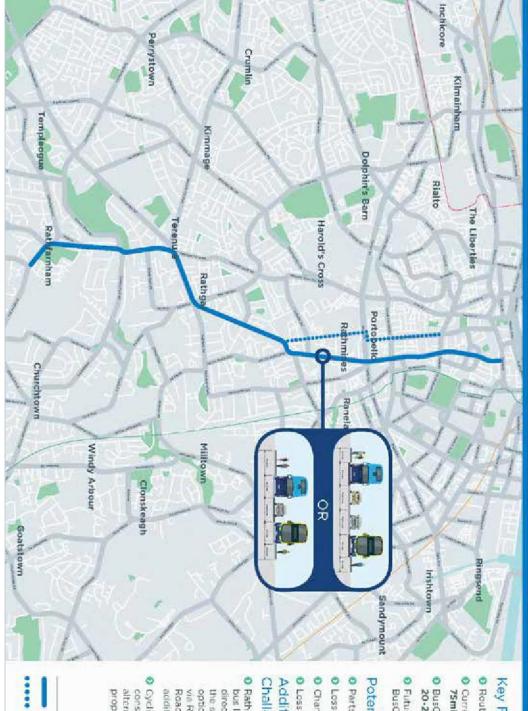
Bus Route





Rathfarnham > City Centre

Core Bus Corridor (bus & cycle infrastructure)



Key Facts

- Route length 6kms
- Current bus journey time up to 75mins
- BusConnects journey time
 20-25mins
- O Future bus journey time without BusConnects 90mins+

Potential Impacts

- Parts of front gardens removed
- Loss of parking spaces
- Changes to traffic movements

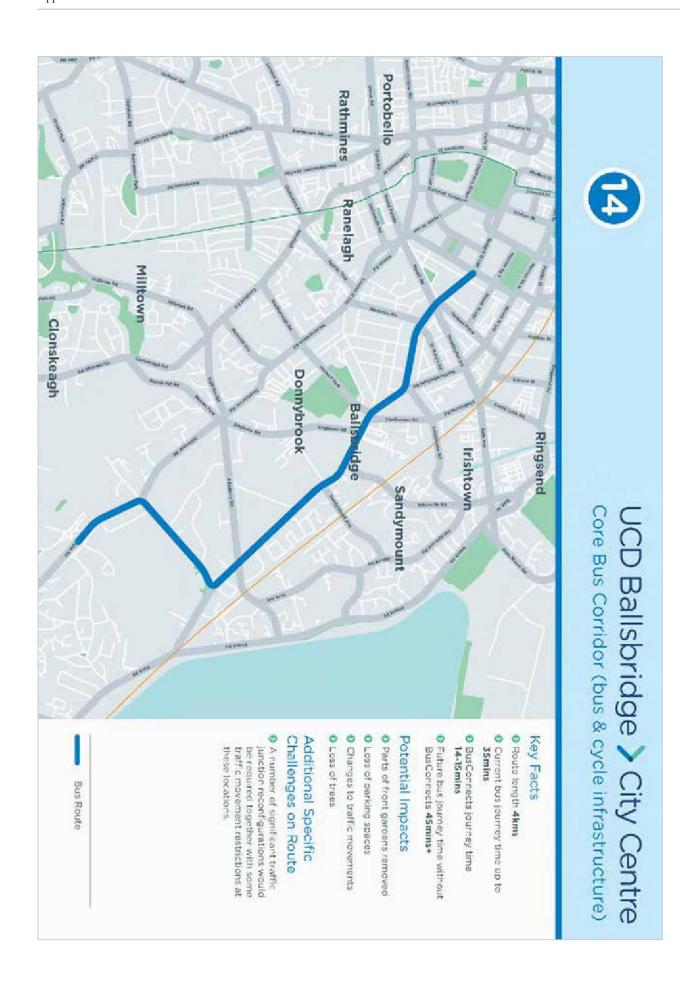
s of trees

- Additional Specific Challenges on Route
- O Rathmines Road to provide one bus lane and one traffic lane in each direction would require narrowing the street's footpaths. An alternative option is to divert outbound traffic via Ranelagh and make Retimines Road one way for general traffic in addition to providing two bus lanes.
- Cycling because of width constraints on Rathmines Road, an alternative off-line cycle route is proposed on the east side.

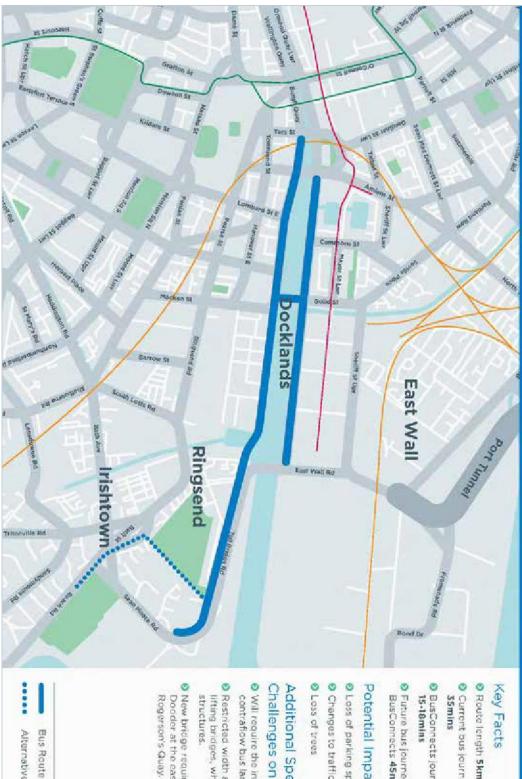
Indicative Cycle Route

Bus Route

.... Puture bus journey time without BusConnects 70 mins+ BusConnects journey time 40-45mins O Current bus journey time up to 8 Route length 13kms Key Facts Shankill Village is constrained in Challenges on Route Additional Specific Changes to traffic movements Parts of front gardens removed Potential Impacts Core Bus Corridor (bus & cycle infrastructure) Bray > City Centre Loss of parking spaces terms of available road space, very challenging. A proposal is to divert cyclists around Shankill and new cycling links to the east Village via a series of quiet routes making bus and cycle provision Alternative Cycle Route **Bus Route**



Proximity to Bootertown Marsh, an environmentally designated area. Puture bus journey time without BusConnects 40mins+ BusConnects journey time 13-15 mins O Current bus journey time up to 8 Route length 4kms Core Bus Corridor (bus & cycle infrastructure) Blackrock > Merrion S Layout at Merrion Gates junction Challenges on Route Additional Specific Changes to traffic movements Loss of parking spaces Potential Impacts Parts of front gardens removed Bus Route **Mount Merrion** Stillorgan Blackrock G



Ringsend > City Centre

Core Bus Corridor (bus & cycle infrastructure)

<u></u>

- Route length 5kms
- Current bus journey time up to 35mins
- BusConnects journey time
 15-18mins
- Puture bus journey time without BusConnects 45mins+

Potential Impacts

- Loss of parking spaces
- Changes to traffic movements

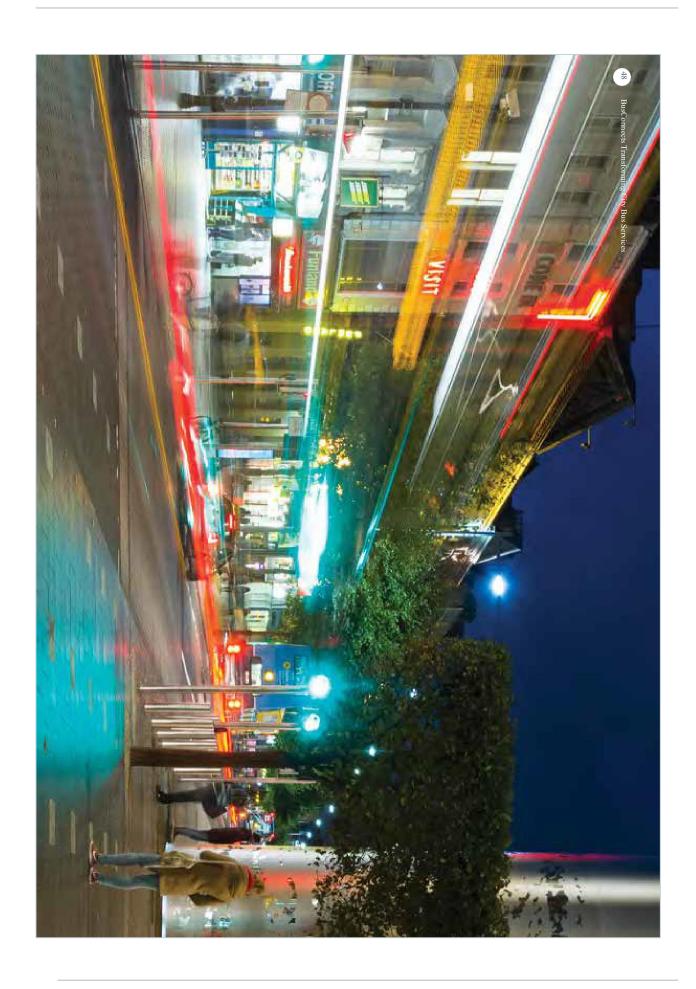
Loss of trees

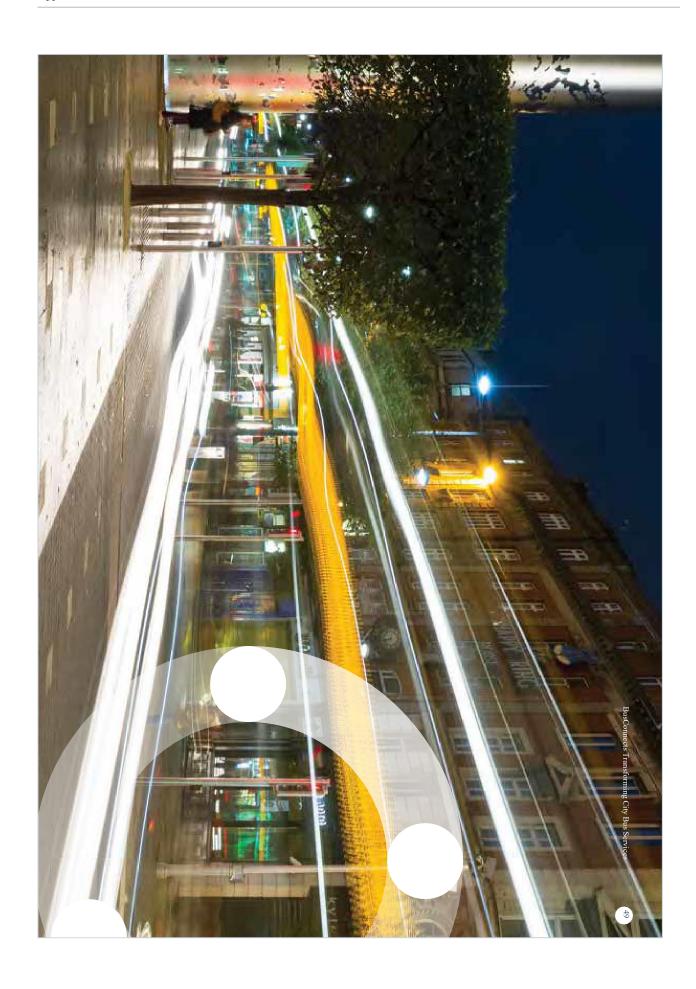
Challenges on Route Additional Specific

- Will require the introduction of a contraflow bus lane on City Quay.
- New bridge required over the River Dodder at the east end of Sir John Restricted width at two Scherzer lifting bridges, which are protected

Bus Route

Alternative Cycle Route







National Transport Authority Dún Scéine Harcourt Lane Dublin 2 D02 WT20

www.busconnects.ie



designed by CATALYSTO



TRANSFORMING CITY BUS SERVICES



Tionscadal na gConairíBus Lárnacha

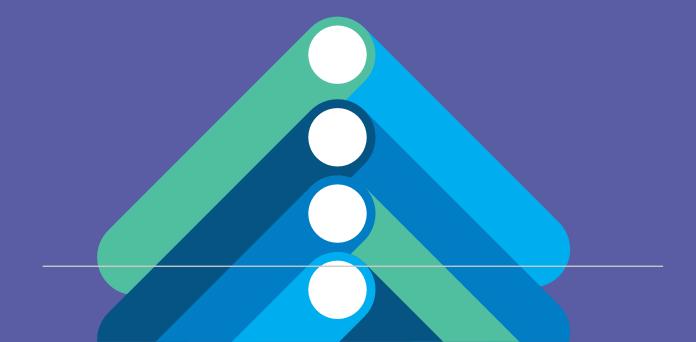
Tuarascáil Meitheamh 2018



2. Core Bus Corridors Project DiscussionDocument12th June 2018

Core Bus Corridors Project Discussion

2B. Document Presentation by Anne Graham



Copy of the presentation by NTA CEO Anne Graham when the Authority published the Core Bus Corridors Project Report on 12 June 2018.



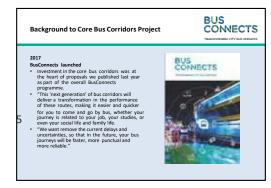


1

Background to Core Bus Corridors Project

Moving from policy to reality
When It comes to tackling congestion in the capital, investment in the network of core bus corridors has been policy at local and national level since 2016.





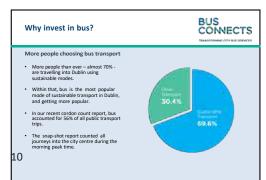


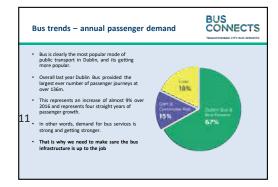


BUS CONNECTS Fitting into the big picture by 2027 BusConnects Dublin is part of a majo public transport 10-year investment programme. That programme also includes:

8

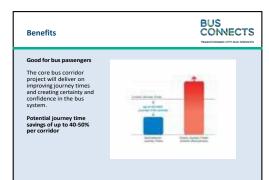






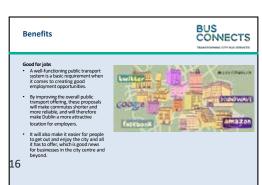






13 14







ŀ	Key Challenges	BUS CONNECTS TRANSPORMED CITY DE METODO
Г	Challenges	Mitigations
	Acquisition of parts of land in front of properties including portions of gardens and walls	Purchase the portion of gardens/land; ensure new landscaping, full replanting in the garden, build new walls, new fencing and gates. Identify areas for improvements to local spaces, landscaping and provide funding for urban centre improvements.
18	Reduction of on- street parking - public and private	Provide where feasible alternative parking close by for residents and businesses, compensate for loss of parking
	Removal of trees	Put in place a replanting programme. Mature or semi-mature ready-grown trees where feasible and planted as close to original locations as possible.
	Traffic movements and road works	Local access will be maintained for houses and businesses. Rerouting of traffic will be supported by signage, markings and traffic calming measures.

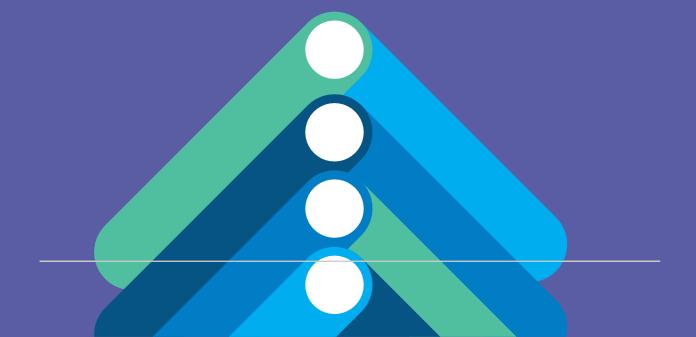


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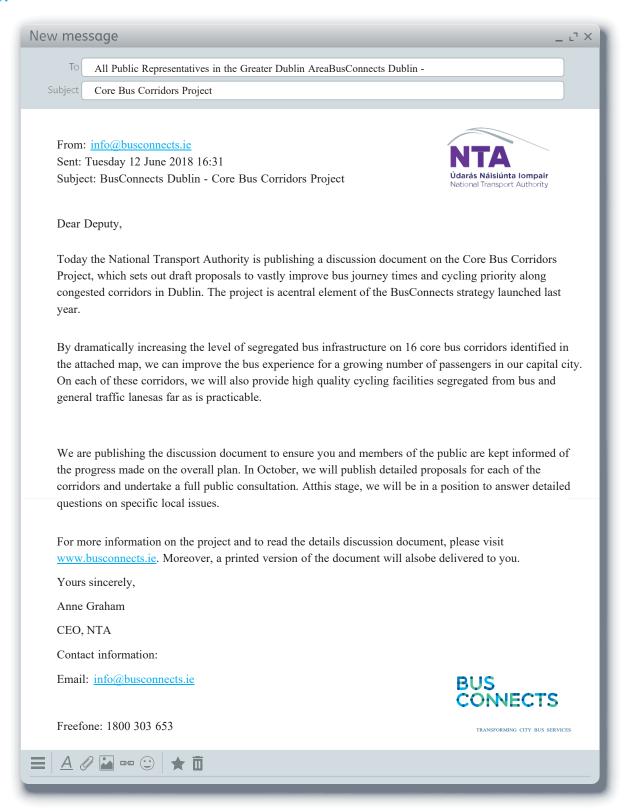


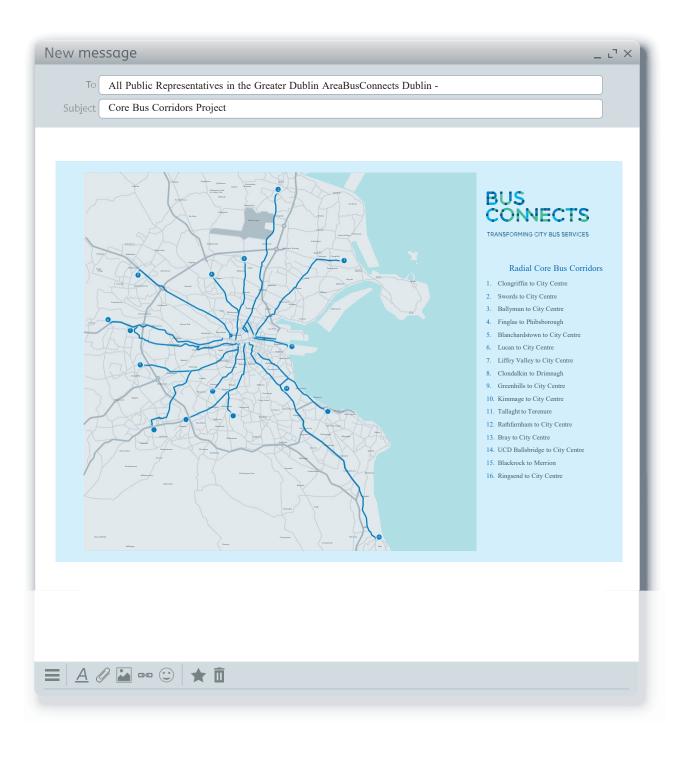
Core Bus Corridors Project DiscussionDocument – 12th June 2018

2C. Public Representative Engagement



Email issued to all public representatives in the Greater Dublin Area (GDA) on 12th June 2018 regarding the launchof the Core Bus Corridors Project Report on 12 June 2018:





Letter issued to all public representatives in the GDA on12th June 2018 along with a copy of the report:

June 12th, 2018

Re: BusConnects Dublin - Core Bus Corridors Project

Dear Deputy,

Please find attached a copy of the BusConnects Core Bus Corridors Project report that we are unveiling today.

This discussion document sets out draft proposals to vastly improve bus journey times and cycling priority along congested corridors in the Dublin region. The project is a central element of the National Transport Authority's €2 billion BusConnects strategy to transform the city's bus system, so it is fast, reliable, punctual, convenient and affordable.

Currently buses running on the major arteries into the city centre are sharing road space with trucks, vans and cars for all but 30% of the journey despite the bus system accounting for 67% of public transport journeys in the Greater Dublin Area. However, levels of congestion are

increasing daily and it is anticipated that by 2040 the Dublin region will have increased by 25% to 1.5 million.

When BusConnects was announced last year, the NTA provided a broad overview as to which corridors would be included in the plan and the resulting positive outcomes would be for communities around the region and for the city itself.

We also announced that BusConnects would provide for the creation of a "next generation" network of cycling facilities. On each of the core bus corridors, we will provide high quality cycling facilities segregated from the bus lanes and general traffic lanes as far as is practicable. When implemented, this will result in a safer experience for city cyclists.

The unveiling of BusConnects last year marked the beginning of a conversation on the role that this ambitious programme of investment in our bus services can play in meeting the future transport needs of the people of Dublin. One year on, we want to make sure the conversation continues, and that's why we are publishing this discussion document.

Significant progress has been made in putting together the overall plan, and in October this year we will be publishing our detailed proposals for each of the 16 corridors. At that stage we will be in a position to identify precise alignment along each of the corridors and to pinpoint the specific challenges and opportunities that will arise as a result.

As that work on evaluating options and assessing alternatives is complete, we will undertake a full public consultation, and at that point, we will be in a position to answer detailed questions on specific local issues. In the meantime, we are anxious to ensure that we keep you and members of the public informed.

You should also be aware that a separate but related announcement on the redesigned bus network for Dublin will take place in July. This will include proposals on a redesign of routes, schedules, timetables and fare structures to meet the changing needs of passengers in Dublin.

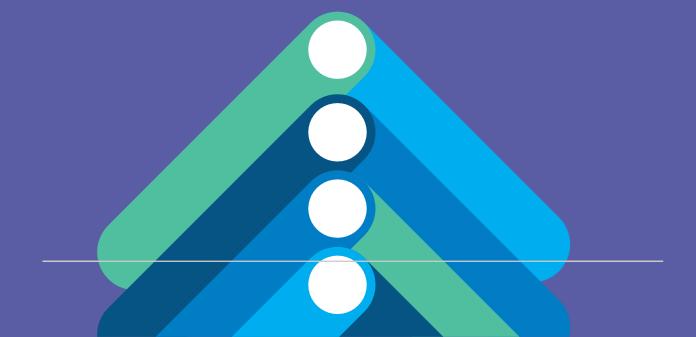
There is no doubt that congestion in the capital city is negatively impacting bus journey times, but with ambitious measures such as BusConnects, we can vastly improve the bus experience for the growing number of passengers who wish to use sustainable transport modes in and around the city.

Yours sincerely,

2. Core Bus Corridors Project DiscussionDocument

- 12th June 2018

2D. Website & Digital Resources



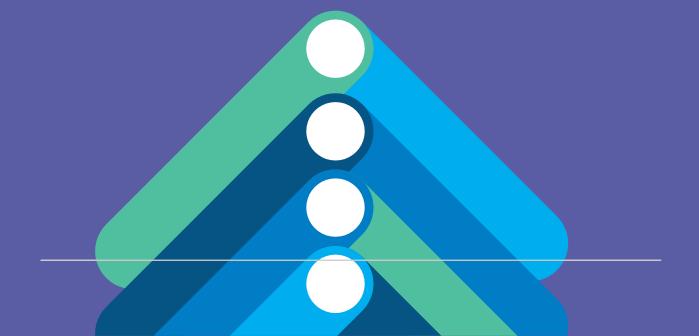
Graphics for website & social media:



2. Core Bus Corridors Project DiscussionDocument –

12th June 2018

2E. Press Release & Media Engagement



Press Release issued 12th June 2018:

PRESS RELEASE BY NTA

Tuesday 12th June 2018

NTA SETS OUT PROPOSALS TO IMPROVE BUS JOURNEY TIMES FOR PASSENGERS IN DUBLIN

The National Transport Authority has today published the Core Bus Corridors Project report. This discussion document sets out draft proposals to vastly improve bus journey times and cycling priority along an increasing number of congested corridors in the Dublin region. The project is part of the NTA's €2bn BusConnects Dublin programme to transform the city's bus system.

The proposals, which if implemented, will provide the following:

- 230kms of continuous bus priority over 16 radial core bus corridors
- 200kms of cycle tracks and cycle lanes provided on the corridors
- Journey time savings of up to 40%-50% across the 16 radial core bus corridors

In 2017 Dublin Bus combined with Bus Eireann carried over 147 million passengers in the Dublin area, about 67% of public transport journeys in the Greater Dublin Area. This is about four times the number of passengers carried by Luas and close to five times the number of passengers carried by DART and commuter rail.

However, despite the importance of the bus system, the main corridors in and out of the city only have bus lanes for about one third of their length. This means that for most of the journey, buses are competing for space with other traffic and are affected by general traffic congestion. With the population of the Dublin region projected to increase to 1.5 million by 2040, a jump of 25% from today's 1.2million, that trend of increasing congestion will continue unless significant and radical action is taken.

When BusConnects was announced last year, NTA outlined how it would provide the opportunity to improve the bus experience for passengers by providing faster journey times in comfortable, modern vehicles with high frequency services on busy routes.

The Authority also announced that BusConnects would provide for the creation of a "next generation" network of cycling facilities. On each of the Core Bus corridors, we will provide high quality cycling facilities, segregated from the bus lanes and general traffic lanes as far as is practicable.

Significant progress has been made in putting together the overall plan, and in October of this year NTA will publish detailed and considered proposals for each of the 16 corridors. At that stage a full public consultation process will commence. This will allow people to provide feedback and their thoughts on the proposals and the NTA will fully engage with people along the corridors and surrounding areas.

Anne Graham, CEO of the NTA said: "Everybody agrees that something needs to be done to improve our bus services. Passenger numbers on public transport continue to increase, but as the economy continues to improve, and as demands on public transport increase, our infrastructure will come under more and more strain.

"People want to use public and sustainable transport in and out of the city. Our recent canal cordon 2017 figures are showing us this with almost 70% of daily trips across the canals of Dublin being made by sustainable transport. The NTA needs to support these trips and to improve the journey times for public transport users and to offset the negative impact of congestion.

"Unless we address the infrastructure issues, it is inevitable that in the years ahead, travelling by bus will become slower, less reliable and more frustrating for everybody. But with BusConnects there is a solution on offer."

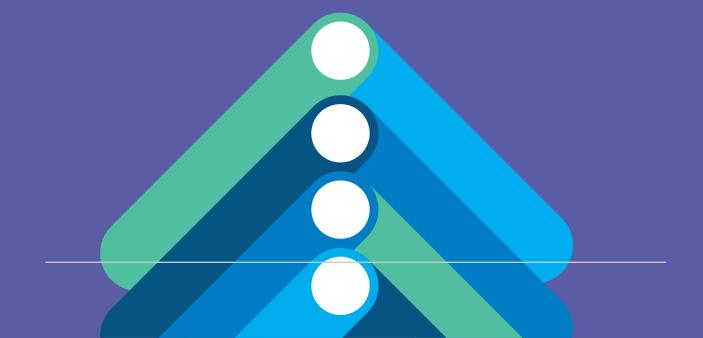
"Last year's BusConnects announcement marked the beginning of a conversation on the role that this ambitious programme of investment in our bus services can play in meeting the future transport needs of the people of Dublin. One year on, we want to make sure that the conversation continues, and that is why we are publishing this document.

"As the project development work is complete, we will of course be undertaking a full process of public consultation, and at that point, we will be in a position to answer detailed questions on specific local issues.

"There is no doubt that congestion in Dublin is getting worse, but with the ambitious measures put forward today, there is light at the end of the tunnel. We believe that our plans have the potential to completely transform public transport, to make travelling by bus more attractive, and to get more people using sustainable modes of transport in and around the city."

Core Bus Corridors Project DiscussionDocument – 12th June 2018

2F. Advertising



Digital Media Plan June 2018:

For the launch of the BusConnects Core Bus Corridor Discussion Document, we had a comprehensive digital media plan which consisted of promoted posts and on Social and Digital.

These include promoted posts on Facebook and Twitter. We also had native content on TheJournal.ie and Dublinlive.ie and Youtube.

In addition to this we geo-targeted regular users of bus services based on online behavior in the Dublin area with promoted posts online news sites such as RTE, Independent, Irish Times, Joe.ie and Lovindublin.ie.

Digital

The Journal Dublin Live

Core Programmatic: (Independent, RTE, Irish Times, Joe.ie, Lovin Dublin)

Social

Facebook Twitter Instagram 3. Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation – 14th November 2018 - 31st May 2019



Emerging Preferred Route Brochure - November 2018

- English
- Irish Cover
- Easy to read

BUS CONNECTS

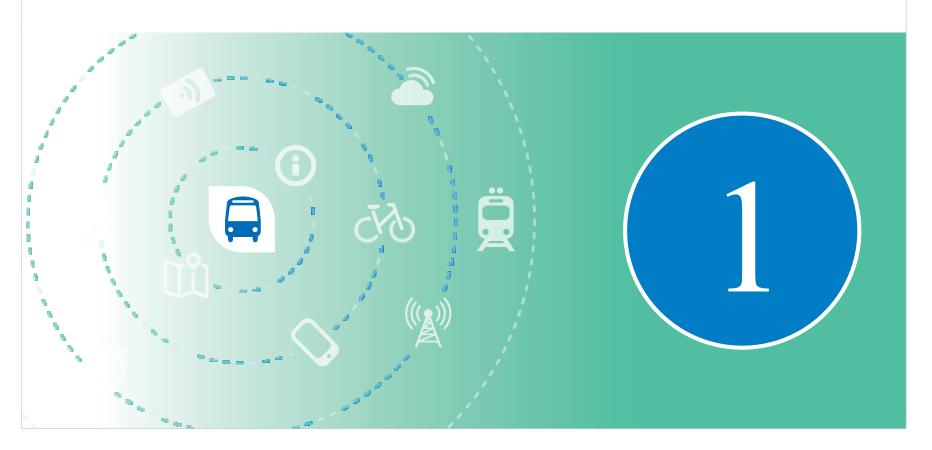
TRANSFORMING CITY BUS SERVICES

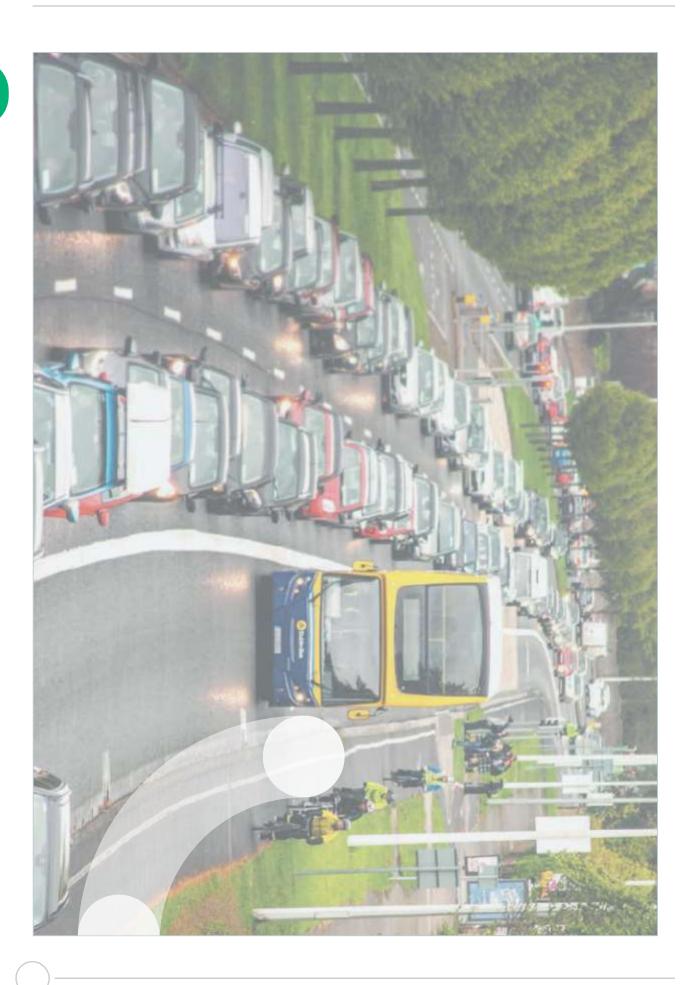


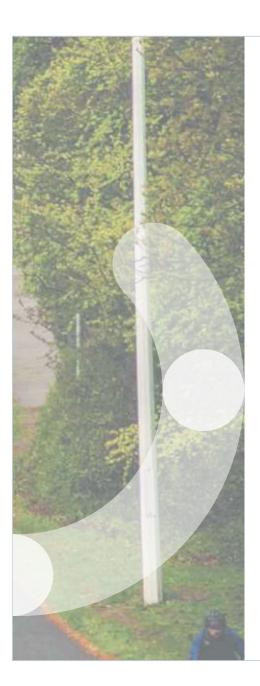
Clongriffin > City Centre

Core Bus Corridor

Emerging Preferred Route
Public Consultation November 2018







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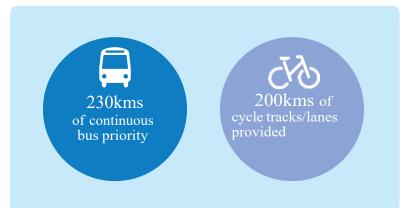
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 1.1 Background 1.2 Why does Dublin need a core bus corridor network? 1.3 What is BusConnects Dublin? 1.4 What are the benefits of this project? 1.5 What does the core bus corridor project entail? 2. Emerging Preferred Route 	2 3 5 6 8 10
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1. Introduction

l. Background

In June 2018 the National Transport Authority (NTA) published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of a core bus corridor network across Dublin. It set out the vision for the provision of 230kms of dedicated bus lanes and 200km of cycle lanes/trackson sixteen key bus corridors.

Continuous bus lanes and cycle tracks



Separately in July 2018 the Dublin Area Bus Network Redesign, whichis the redesign of bus services, started its first public consultation phase. Around 30,000 submissions including signed petitions and online survey responses were received by the end of September.

Over the coming months all of these submissions will be reviewed and assessed. Following that process a revised network design will be published during 2019 for a second public consultation. It is envisaged that the implementation of the final network will take place in 2020. The network redesign can be implemented on the existing roadnetwork with some enhancements at key interchange locations.

The public consultation for the sixteen radial core bus corridors will now take place on a phased basis from November 2018 until May 2019. Each phase will be for a set number of corridors to be consulted on over a period of months. These public consultations phases will bethe start of a detailed process of engagement and communication. Allof which will take place prior to detailed designs being finalised and planning permissions sought.

This document is one of a series of sixteen, each dedicated to a singlecore bus corridor. The document provides a written description of

the emerging preferred route from start to finish with supportingroute maps. It explains the step by step process for engagementand consultation for potentially impacted property owners and the general public. It also outlines the process for planning and construction of the core bus corridor network including expected timelines.

3

1.2 Why does Dublin need a corebus corridor network?

Congestion – Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. Ireland's economic recovery from the recession is seeing significant increases in the number of people working and travelling across Dublin. The number of commercial vehiclescontinues to rise as does the number of tourists. The commuterareas surrounding Dublin continue to spread and grow in a low density manner. Growth areas can only be served in the short and medium term by

the bus as opposed to long-term projects such asrail and Luas.

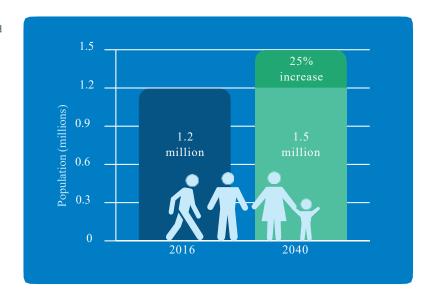
At present bus lanes are in place for less than one third of a bus journey on the busy corridors. This means buses are competing for space with general traffic and so are affected by the increasinglevels of congestion.

Growing Population – It is predicted that the population forthe Dublin region will grow 25% by 2040, bringing it to almost1.5m for the region. This huge growth in population has to be accommodated with a quality public transport system.

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The bus system can deliver – We need to invest in the bus system because the bus system is the main component to meet our future transport needs. A good bus system has the reach andflexibility to service all the new housing developments, business parks, hospitals, colleges and retail shops across Dublin. It is a proven solution and is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The bus system carries three and four times the number of people who travel on Luas or Dart and commuter rail.

Forecast Population Growth in Dublin Region



> People want to cycle – The core bus corridor project is not just about the provision of bus lanes. Under this project we will also deliver 200km of segregated cycling infrastructure to make cycling safer and more attractive than ever before. This initiative is the foundation of the overall cycle network for the Greater DublinArea.

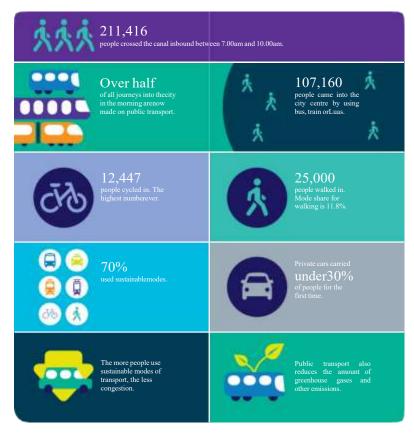
Commuting to work by bicycle has increased by 43% since 2011. Again this growth represents a clear choice that people are making to cycle. This project will support that trend and is a vital component of creating a sustainable transport system for

people across Dublin. Safe cycling facilities across the 16 key bus corridors will provide people, families and their children a suitableenvironment to cycle where they want and when they want

People want to use public transport - The need to builda core bus network is being driven by increases in congestion and also by the significant shift of people choosing to use publictransport. People

want to use it and should have a reliable and efficient bus system to travel on. Based on 2017 canal cordon figures over 70% of people travelling into the city each morningdo so by sustainable transport modes and mostly by bus. Cars only account for 30% of travel into the city centre each day andtherefore the amount of road space allocated to sustainable transport needs to reflect that position.

Dublin Canal Cordon 2017 Statistics - 7am to 10am





BusConnects Core Bus Corridors

1: Clongriffin > City Centre

5

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



h Building a network of newbus corridors to make journey's faster and more reliable.

New network of cycle lanes/tracks.

ĥ



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



- **h** New bus stops and shelters with better signage and information.
- Provision of bus based Park and Ride sites in keylocations.





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



n New bus livery providinga common style across different operators.



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



1.4 What are the benefits of this project?

boarding and disembarking of the buses.

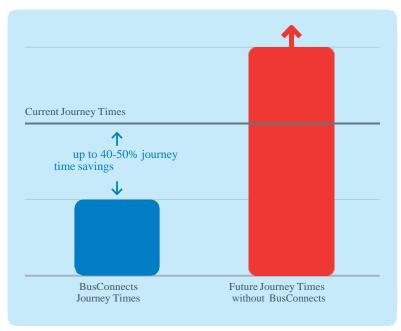
for Journey Time Savings – The core bus corridor project will deliver journey time savings of up to 40-50% on each corridor. Dedicated bus lanes can significantly increase bus travel speeds and reliability. Improved journey times and reducing the amount oftime people spend commuting will make bus travel more attractiveand reduce our reliance on car travel. The more convenient the bussystem is, the faster the modal shift will be for people from the carto the bus. Not only will current bus users and cyclists benefit but future commuters will be able to avail of a better system as the improved bus and cycle lanes are built.

Accessibility for all – Accessibility is about people's ability to reach the destinations and services they want to get to. This means both people's level of mobility and the costs of travelling. There are many tens of thousands of people across Dublin who cannot drive a car, do not have a car and are completely reliant on the bus service. The bus lane improvements will enhance accessibility for the elderly and mobility impaired because all buses are accessible and bus stops, bus shelters and footpaths willsupport easy

Better cycling facilities – This project will see the provision of much needed cycling facilities around the city region. Across the 16 radial bus corridors there will be over 200kms of high quality cycling facilities provided. These new or improved cycle lanes willbe segregated from bus lanes and general traffic where feasible.

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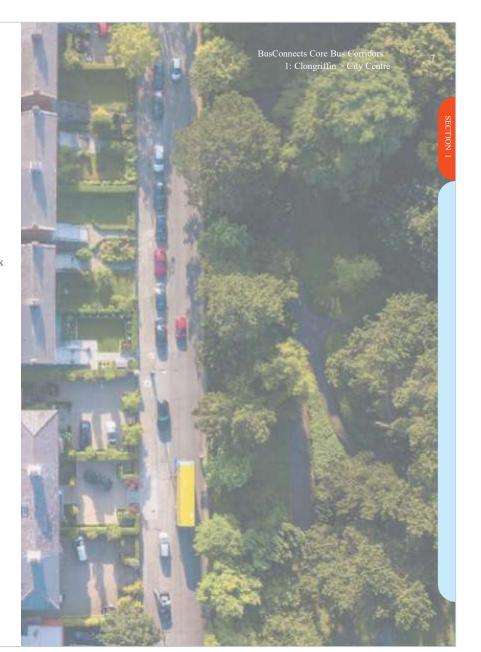
Journey Time Savings



Pedestrians and Local Urban Centres – In addition to bus lanes and cycling facilities this project is an opportunity to enhanceand improve local areas. This project is focused on making things better for commuters and communities around the bus corridors. Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban centres with additional landscaping and outdoor amenities will be provided.

Building a sustainable city and addressing climate change – By providing a better bus system for Dublin we can make it a more attractive place to live, work and visit. A good public transport system is vital to support the economic activity of

h any city and can also address the need to improve air quality and reduce CO² emissions. Tackling the challenges of climate change is a priority for the Government and moving more people to public transport is a key component of the solution.



What does the core bus corridorproject entail?

The core bus corridor project proposes the provision of 230 kilometres of bus lanes on sixteen of the busiest bus corridors and 200 kilometres of cycle lanes and tracks as published in the

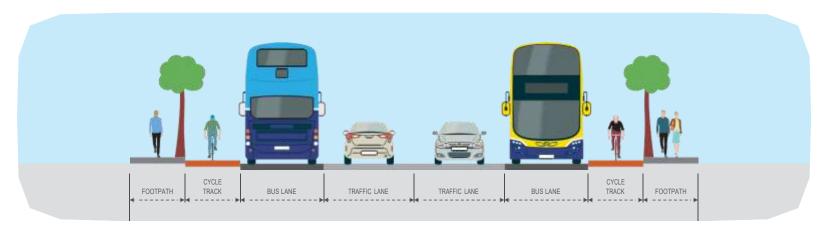
discussion document, Core Bus Corridor Project Report June 2018.

The layout below shows the arrangement that we are seeking to achieve on each corridor. However, this optimal layout is difficult toachieve in practice and we have proposed alternative solutions in various places to deliver the required bus and cycling lanes.

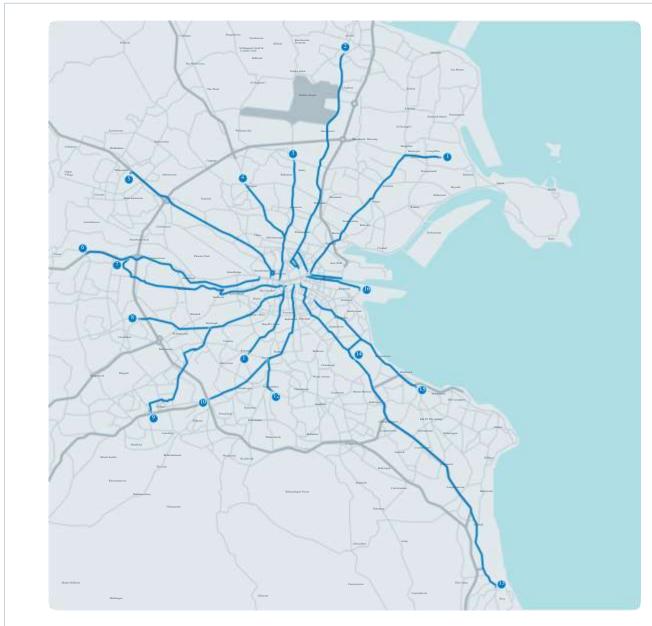
Bus lanes are needed to make the current and future bus system operate efficiently, reliably and punctually. Our intention is to developthese bus corridors so that each will have continuous bus priority

- in other words, a continuous bus lane in each direction as well as maintaining two general traffic lanes. In addition we also want to provide safe cycling facilities, segregated where possible from othervehicular traffic. This will remove the delays currently experienced which will grow worse as congestion increases.

Optimum Road Layout







BusConnects Core Bus Corridors

1: Clongriffin > City Centre

Radial Core Bus Corridors Emerging Preferred Routes

- Clongriffin to City Centre
- Swords to City Centre
- Ballymun to City Centre
- Finglas to Phibsborough
- Blanchardstownto City Centre
- Lucan to City Centre Liffey
- Valley to City CentreClondalkin
- to Drimnagh 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 Ballsbridgeto City Centre
- 15. Blackrock to Merrion
- 16. Ringsend to City Centre

2. Emerging Preferred Route

2.1 The Emerging Preferred Route for Clongriffin to City Centre

The Emerging Preferred Route set out in this consultation documentwas identified following an assessment of various alternatives.

The route selection process involved identification and consideration of possible options taking account of criterias including local impactson property frontage, existing traffic patterns and broad assessment of environmental impacts. A Feasibility Report setting out details of the assessment work undertaken is available on www.BusConnects.ie.

Arising from that work an Emerging Preferred Route has been identified for this corridor and public feedback on that proposal isnow sought. It is important to know that this option is not adoptedyet. Only following this consultation and review of the submissionsreceived will a decision on the final Preferred Route be made.

2.2 Clongriffin to City Centre* Overview (*Section from Clontarf Road to City Centre excluded)

The Core Bus Corridor (CBC) commences at Clongriffin DART Station, and is routed via Clongriffin Main Street which will be extended to join the Malahide Road at a new junction to the north of Clare Hall Junction. The CBC is then routed via Malahide Road to the junction with Marino Mart/ Fairview. From here the CBC ties into a separate project, Clontarf to City Centre Cycle Scheme currently proposed by Dublin City Council.

It is intended to route this scheme along Marino Mart, Fairview, Annesley Bridge Road, North Strand Road, and Amiens Street to the Custom House, where it will join the prevailing traffic management regime on the North Quays. Priority for buses is provided along

the entire route, consisting primarily of dedicated bus lanes in both directions.

On this route, 3 no. loading bays may be affected by the proposed works. It is intended to retain these facilities where possible. The details of these loading facilities will be developed as part of the nextdesign phase.

2.2.1 Clongriffin DART Station to Malahide Road viaClongriffin Main Street

At Clongriffin DART Station, it is proposed to retain the existing pedestrian, bus stop and bus turnaround facilities. It is intended to route buses through Clongriffin Main Street. No works are proposed for this existing section of the Main Street. Existing bus and cycle infrastructure will be maintained. It is proposed to extend the Main Street between the Hole in the Wall Road and Belmayne Avenue

as per the Clongriffin/ Belmayne Local Area Plan. A new section of road between Main Street and the Malahide Road will be constructed with new junction to the north of Clare Hall junction incorporating bus lanes in both directions. A bus and cycle only section will be provided at this junction. General traffic will not be permitted to use this access. Access to Main Street for general traffic will remainunchanged through Belmayne.

2.2.2 Mayne River Avenue to Gracefield Road -Malahide Road

The CBC is then proposed to be routed along the Malahide Road tothe junction with the R105 at Marino Mart/ Fairview. The following junctions are intended to be upgraded to provide bus priority and enhanced pedestrian and cyclist facilities:

- h Malahide Road/ R139 Clarehall Avenue;
- h Malahide Road/Entrance to Clarehall Shopping Centre;
- h Malahide Road/ Blunden Drive/ Priorswood Road;
- ĥ Malahide Road/ Tonglegee Road/ Brookville Crescent; and
- h Malahide Road/ Gracefield Road.

At Clarehall Avenue, it is proposed to modify this junction by removing the existing left turn slip road on each approach. It is intended to replace these slips roads with dedicated left turn lanes. On the northbound approach on the Malahide Road, it is proposed toextend the bus lane to the stop line.

Between Clarehall Avenue and Blunden Drive, a single bus lane and two general traffic lanes will be maintained. The left slip road into the Clarehall Shopping Centre is intended to be removed, however, a dedicated left turn lane will be provided to service this traffic movement.

It is proposed to upgrade the existing roundabout on Blunden Drive to a fully signalised junction. Between Blunden Drive and Greencastle Road, it is intended to maintain a single bus and general traffic lane ineach direction. An additional pedestrian crossing will be provided as part of a new bus stop facility between these junctions.

Between Clarehall Avenue and Santry River crossing, it is proposed to utilise limited land take from adjacent green spaces/ car parking areas to facilitate these infrastructure improvements.

At the junction of Tonglegee Road/Brookville Crescent, it is intended to remove the existing left turn slip roads and modify the junction to include for left turn lanes. Accommodation will be made for the future provision of cycle facilities on Tonlegee Road and Brookville Crescent as part of these proposed junction modifications.

Between Tonglegee Road junction and Gracefield Road junction, it is intended to retain the single bus and general traffic lane in each direction. A north bound segregated cycle track will be provided

between the Malahide Road and Brookville Park. South bound cyclistsare proposed to be redirected on to St. Brendan's Avenue. Cyclists can then rejoin the Malahide Road at Gracefield Road.

It is intended to modify the existing roundabout at Gracefield Road toa fully signalised junction.

2.2.3 Gracefield Road and Clontarf Road - MalahideRoad

Between Gracefield Road and Clontarf Road junctions, it is proposed to upgrade the following junctions on the Malahide Road:

- h Malahide Road/ Collins Avenue:
- ĥ Malahide Road/ Copeland Avenue/ Griffith Avenue; and Malahide Road/ Clontarf Road.

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BusConnects Core Bus Corridors

1: Clongriffin > City Centre

Between Gracefield Road junction and Killester Avenue, it is intended to provide a continuous bus lane with a single general traffic lane in each direction. Dedicated cycle tracks and footway facilities will be maintained through this section. To accommodate this, limited areas of land take between these junctions is proposed. The indicative extents of this land take are included in the Appendix of this brochure. The proposed works may also require the removal of existing trees currently located between the existing road and footpath. This impact will be further developed during the next stage of the design.

Between Killester Avenue junction and Collins Avenue, it is proposed to maintain the road cross section as described in the previous section. The existing road between these junctions required widening to accommodate the desired lane widths and bus stop facilities. This may require land take from the surrounding green space in Thorndale Grove and Mayfield Park. It is also proposed to utilise land take from private properties between Mayfield Park and Collins Avenue. As mentioned in the previous section, the indicative extents of this land take are included in the Appendix of this brochure.

Between Collins Avenue Junction and Griffith Avenue Junction, it is proposed to remove the existing left turn slip road from Collins Avenue East Road. Again, it is intended to provide a continuous buslane with a single general traffic lane in each direction. Currently, there are no continuous dedicated cycle tracks in both directions on this section of the Malahide Road. This issue is proposed to be addressed by road widening works. This widening may involve landtake between Donnycarney Church and Clancarthy Road, Clontarf Golf Club and Bowling Club grounds, Nazareth House. The indicative extents of this land take are included in the Appendix of this brochure.

Between Griffith Avenue junction and Clontarf Road junction, it is proposed to continue the bus and general traffic lanes in both directions. There are currently only three traffic lanes on this section froad. To facilitate the new four lane arrangement, it is intended to utilise limited land take from adjacent properties at the following locations:

Between Copeland Avenue and Marino Avenue; Between

Charlemont Road and Crescent Place; and

Between Brian Road and St. Aidan's Park.

Because of the significant additional impacts on private properties, if cycle tracks were to be included on this section of the Malahide Road, it is intended to redirect cyclists through a parallel, less trafficked route along Brian Road, Carleton Road and Haverty Road. Cyclists will then rejoin Marino Mart and tie-in with the Clontarf to City CentreCycle Scheme.

The proposed bus lane works will tie into the existing bus facilities on Clontarf Road. The section from Clontarf Road to the City CentreCycle Scheme is subject of a separate scheme which is being progressed by Dublin City Council.

2.3 Key Facts:

Approximate number of properties that may be impacted: 120

h 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: 6kmsCurrent bus journey time: up to 65 mins BusConnects journey time: 30

- 35 mins

ĥ Future bus journey time without BusConnects: 85 mins +

ĥ ĥ



/ Core Bus Corridor Scheme

4 BusConnects Core Bus Corridors 1: Clongriffin > City Centre

3. Challenges and Mitigations

3.1 The Challenges

It's important to acknowledge that the choices required to deliver this step-change in the performance of the bus system will be difficult. However, the decision-making needs to be done now and not postponed until the problem is far greater. Some of the decisionsmay be hard but they are being made because we believe that these plans have the potential to fundamentally transform the way public transport works in Dublin.

Our challenge now is to respond to the needs of a modern city by providing a fit-forpurpose bus system, built on a streetscape that dates back centuries. Needless to say the streets were not designed to move the number of people that now need to travel in and out

of the city each day. Some of the city's inner suburbs date back to Victorian times, with road layouts suited to more modest levels of traffic than we see today.

- h We will need to widen roads;
- h We will have to convert current traffic lanes to bus lanes;
- h We will need to restrict on-street parking;
- h We will need to remove trees or parts of front gardens.

Not all the impacts will be felt equally and some locations will requiremore changes than others. Over the years those modifications that were easier to implement - the ones that caused little or no disruption

- have been made. This means that there are no longer any simple changes which we can make that would generate meaningful benefits.

If we don't decide to make these changes now, then we need to accept that Dublin will become increasingly congested and a less attractive place to live and work, both for us now and for future generations.

3.2 Potential Impacts

3.2.1 Traffic changes

By creating more priority for buses and cycling there will be changesto how traffic currently moves around the streets. On some corridors, certain roads may become one-way, new bus-only sections will be introduced and in some places general traffic will have to take new routes in and out of the city. Additional cycle routes will be built, generally segregated from vehicular traffic, and pedestrian crossings will be added and moved in some areas.

3.2.2 Land take

Because there is so little unused space along these busy roads, it willoften not be possible to accommodate the bus lanes and cycle lanesin the width available. In order to achieve the required space it will be necessary, in places, to acquire parts of front gardens, driveways and land in front of commercial properties to allow the bus and cyclelanes to be provided. This would require rebuilding new garden walls and driveways a short distance back from the existing road boundary.

3.2.3 Reduction of On-Street Parking and LoadingFacilities

Because the roads that need widening travel through residential and business areas there will be a need to reduce the amount of on-streetparking and loading facilities to accommodate the new layout.

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3.2.4 Removal of Trees

As with the need to remove some parts of front gardens and footpaths there will be also be a need to remove trees along some ofthe corridors.

3.2.5 Road Works and Construction Sites

Widening roads, and building bus and cycle lanes, requires construction work. There will be excavation of the existing roads, plus parts of gardens and footpaths where needed. There will be resurfacing, kerbing, replanting and landscaping. As with any worksite and road works, there will be a certain level of noise, dust and temporary traffic diversions.

3.3 How we will address those challenges

Obviously these challenges and impacts are significant. Every feasible option is being looked at to minimise the disruption to people, their property and the wider local community. Where there is simply no viable alternative, and where we know we have to remove trees, portions of gardens, driveways or parking, we will ensure appropriate mitigation measures are put in place, wherever practicable.

As part of this public consultation potentially impacted property owners will be contacted directly by the NTA and a direct dialogue will commence. As each individual property owner will have specificand personal issues there will be a dedicated liaison team to engagewith this group on an individual basis.

There are principles for mitigation, statutory compensation and reparation which will be adhered to by the NTA as part of the statutory planning process. However, below are some of the measuresthat we envisage will be included. This list is not exhaustive and we anticipate that there will be other measures that will need to be put in place.

3.3.1 Traffic Changes

Where general traffic is diverted and re-routed, adequate signageand road markings will be provided for people to find their way.

Measures will be implemented to ensure that "rat-runs" do not emergeas a consequence of the re-routed traffic. Also, local access will be maintained where new bus-only sections or one-way systems are brought in for residents and commercial properties.

3.3.2 Land take

Where lands, such as parts of gardens and driveways, are being acquired for widening we will purchase the portion of front gardens and drivewaysfrom property owners; ensure new landscaping and replanting of thegardens, reinstatement of driveways as well as providing compensation for the garden and driveway portion loss and disruption.

Where private and public walls or fencing are removed we will rebuildnew garden walls and replace fencing where gardens have been affected and shortened. Also, where public or commercial walls and fencing have been taken they will be rebuilt and replaced.

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3.3.3 On street parking and Loading Facilities

Where there is a loss of on-street parking and loading facilities we will seek to provide, where feasible, alternative arrangements close by for residents and businesses.

3.3.4 Trees

Where trees are removed from roadsides and footpaths we will put in place a comprehensive replanting programme. This programme will use mature or semimature ready-grown trees where appropriate and, where it is feasible, plant them as close as possible to the original locations.

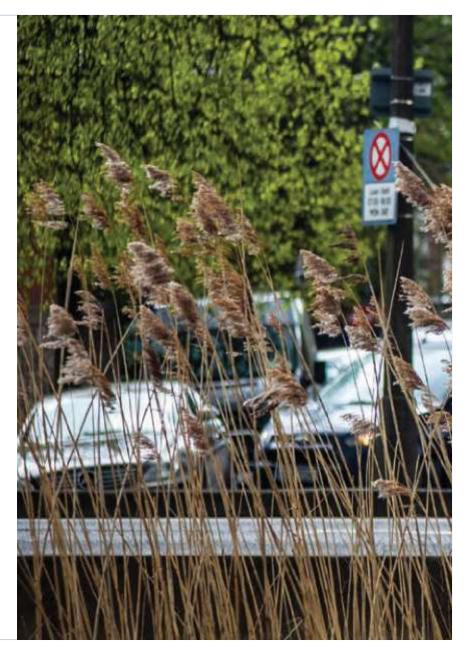
3.3.5 Urban Centre Improvements

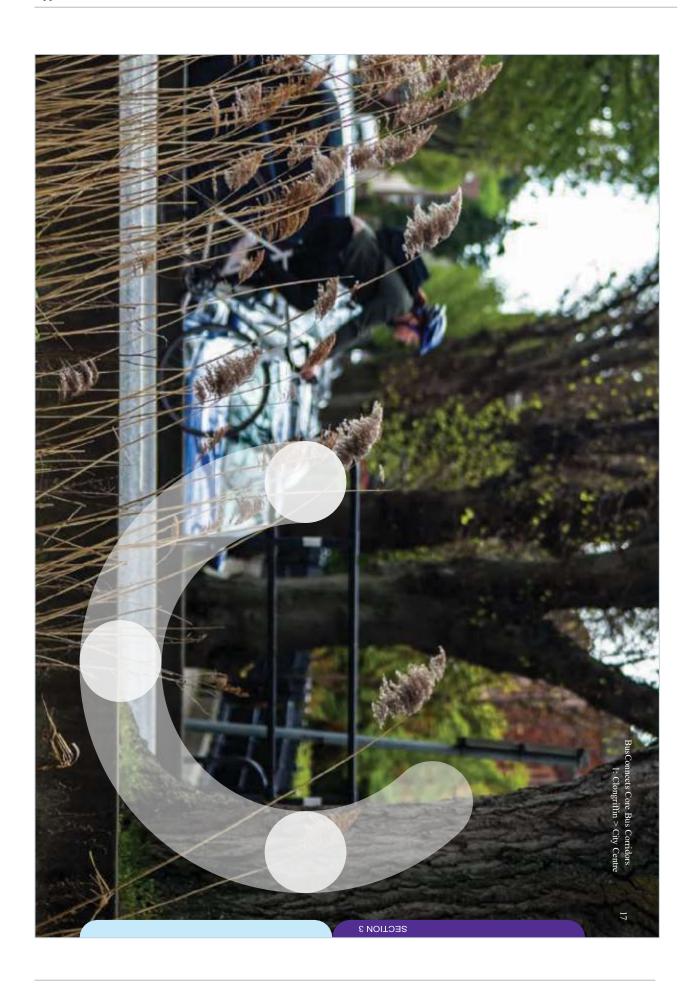
We will look for areas along the busy corridors where it is possible to improve the existing local spaces and the existing landscaping. It is important to use this opportunity to not only replace what is removed but to enhance the local areas. To do so, we will consult with the local authorities on such urban centre improvements and collectively seek to create attractive local environments.

3.3.6 Road Works and Construction Sites

During the construction stages the construction sites will be localised and managed on a road by road basis. The size of each work site

and the hours of working will have to take into consideration the residential nature of many of the roads. Traffic management will bevery important to keep the traffic moving and ensuring local accessfor people and deliveries is always maintained.





BusConnects Core Bus Corridors
1: Clongriffin > City Centre

4. The Process for the Acquisition of Land

Where the potential for impacts on private lands have been identified, the following process applies:

Q4 2018 — Q2 2019 NTA will issue information letters (not formal compulsory purchase order (CPO) notifications) to potentially impacted land owners and/or occupiers along each Core Bus Corridor. Potentially impacted includes for example, the acquisition of parts of front gardens, walls, fences, gates, driveways and the rebuilding of same to make way for street widening. The intention of this is to start a direct dialogue between NTA and the potentially impacted parties.

During 2019 to prepare the statutory planning documentation, the project design and environmental impact assessment will be

progressed. During this time NTA will endeavour to minimise impactson private lands. Direct dialogue between NTA and potentially impacted parties will continue to understand the likely impact of

the proposed development and what arrangements can be made tominimise and where possible avoid those impacts.

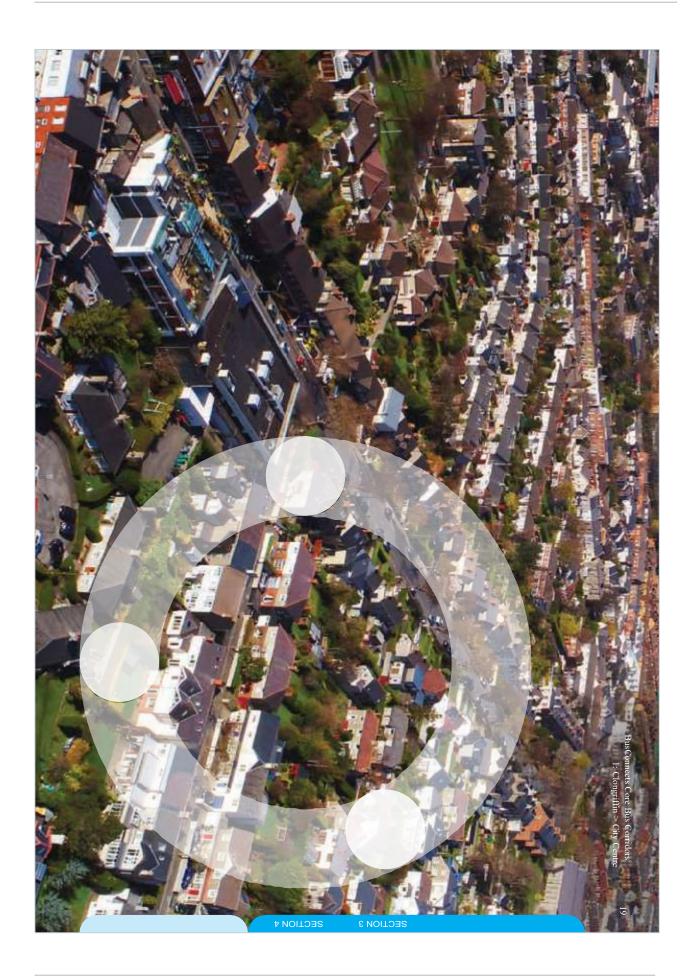
End of 2019 / start of 2020 NTA will finalise the statutory planning documentation and will serve formal notice on the actual impacted owners of land proposed to be compulsorily purchased forthe project. It will make a formal application to An Bord Pleanála forconfirmation to compulsorily purchase necessary lands for purposes of constructing upgraded bus-lanes and bike-lanes.

During 2020 An Bord Pleanála will consider the planning application. There will be a period of statutory public consultation to allow those notified as being subject to CPO, and the public at large, to make submissions and/or objections to An Bord Pleanála. This will be followed by an Oral Hearing by An Bord Pleanála if deemed necessary. The statutory process will conclude with a decision by AnBord Pleanála on whether to:

- approve the application, approve with conditions, or refuse the application;
 and
- 2. confirm, amend, or reject the CPO.

From 2021 onwards if An Bord Pleanála grants approval NTA will commence valuations and negotiations to acquire the lands in the CPO, and progress construction of the project. The construction of each core bus corridor will take up to two years to complete. The construction start dates for each of the 16 corridors will be managedover the period 2021 through 2027.





BusConnects Core Bus Corridors 1: Clongriffin > City Centre How the project will progress How & when to get involved 2018 2019 2020 **ENGAGEMENT** STATUTORY PROCESS Confirmation of Emerging Preferred Route An Bord Pleánala Application 6 Submission of Statutory Planning Application ĥ Consultation on Emerging Preferred Route (Q4 2018-Q2 2019) to An Bord Pleanála Statutory Consultation in ĥ Finalisation of Emerging Preferred Route (Q2 2019) accordancewith the legislative requirements An Bord Pleanála deliberations includingan Oral Hearing where required An Bord Pleanála to: Preparation of Statutory Application approve the application, approve with conditions, or refuse the application; and h Optimise Engineering Design
 h Prepare Environmental ImpactAssessment Report
 h Define property requirements and prepareCPO. 2. confirm, amend, or reject the CPO.



BusConnects Core Bus Corridors 1: Clongriffin > City Centre

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BusConnects Core Bus Corridors
1: Clongriffin > City Centre

5. How to take part in the public consultation

Please remember that the plans that we are publishing are proposals and that no final decision has been made on these matters in advanceof the public consultation. We welcome all of your views.

Where you do not like a proposal, please consider suggesting an alternative solution or other option for consideration. But do bear in mind that bus transport is, and will continue to be, the main form of public transport for most areas of the Dublin region and an alternative of providing an underground rail system is simply not a viable option for most parts of Dublin.

5.1 Potential impacted lands

If your property is potentially impacted by the proposals, a letter will have been hand delivered to the property and details of how to engage with the NTA are detailed in that letter. A dedicated propertyliaison representative will be available to meet with individual property owners and provide regular updates on the project.

5.2 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.

General queries can be directed to a dedicated Freephone - 1800 303 653 or by email to cbc@busconnects.ie

5.3 How to engage

We are inviting submissions in relation to the proposals set out in this Public Consultation Document.

Written submissions and observations may be made by:

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on our website: www.busconnects.ie

Or by email to:

cbc@busconnects.ie

Or by post to:

Core Bus Corridor Project National Transport AuthorityDún Scéine Harcourt Lane Dublin 2 D02 WT20

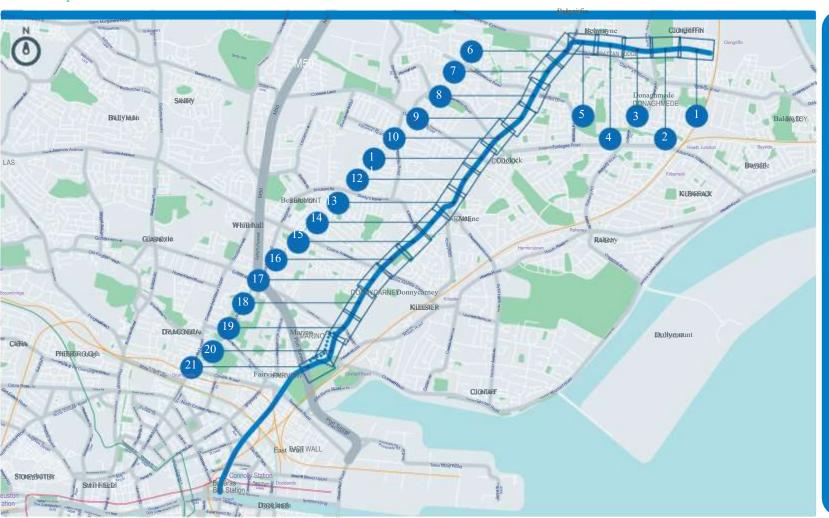




Clongriffin > City Centre

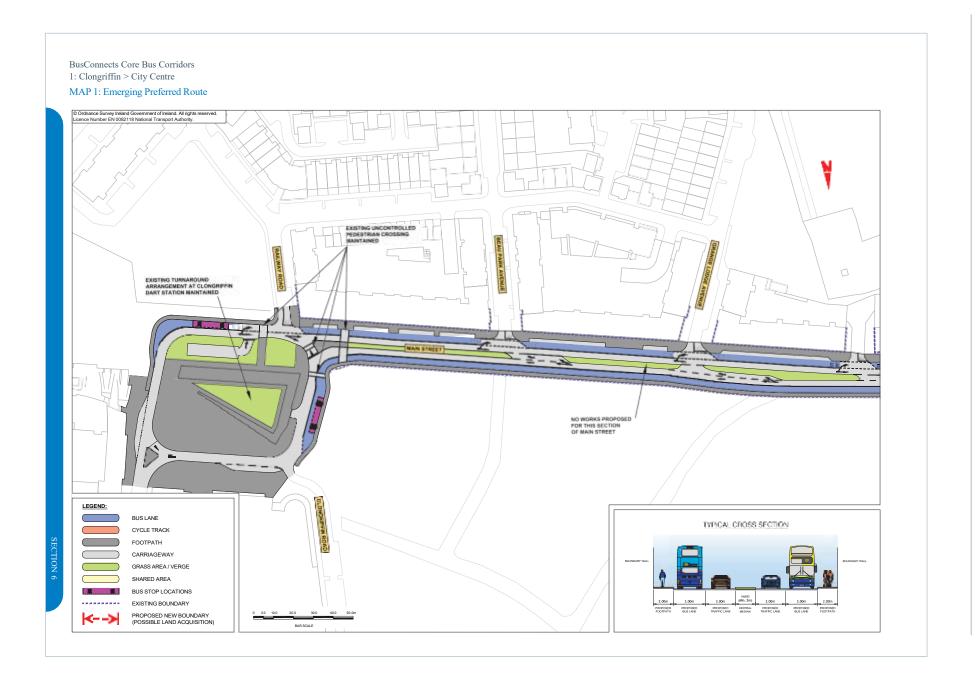
Index Map

BusConnects Core Bus Corridors
1: Clongriffin > City Centre

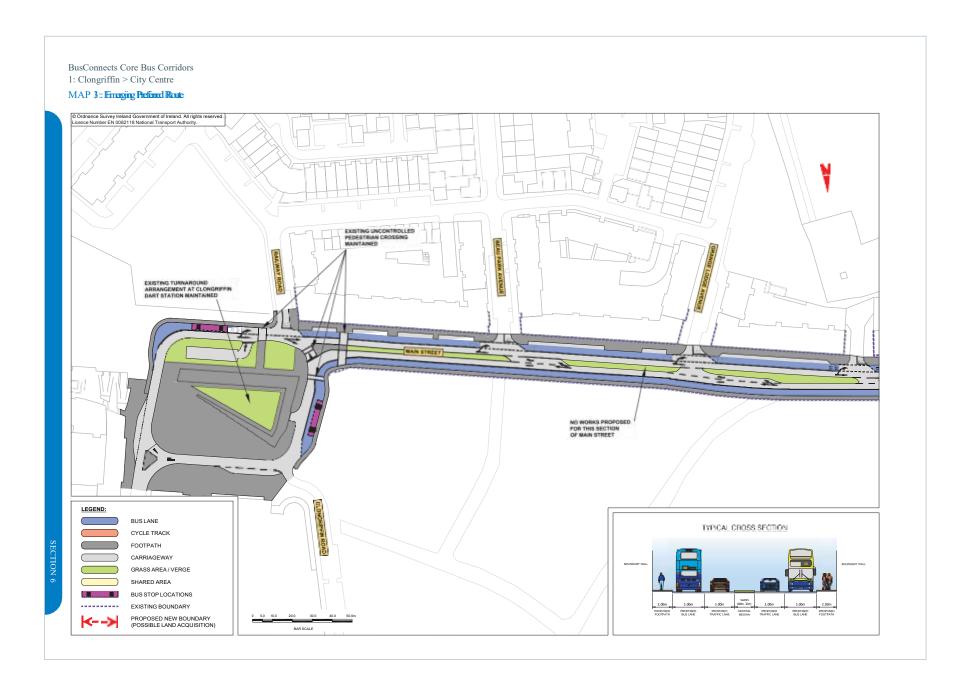


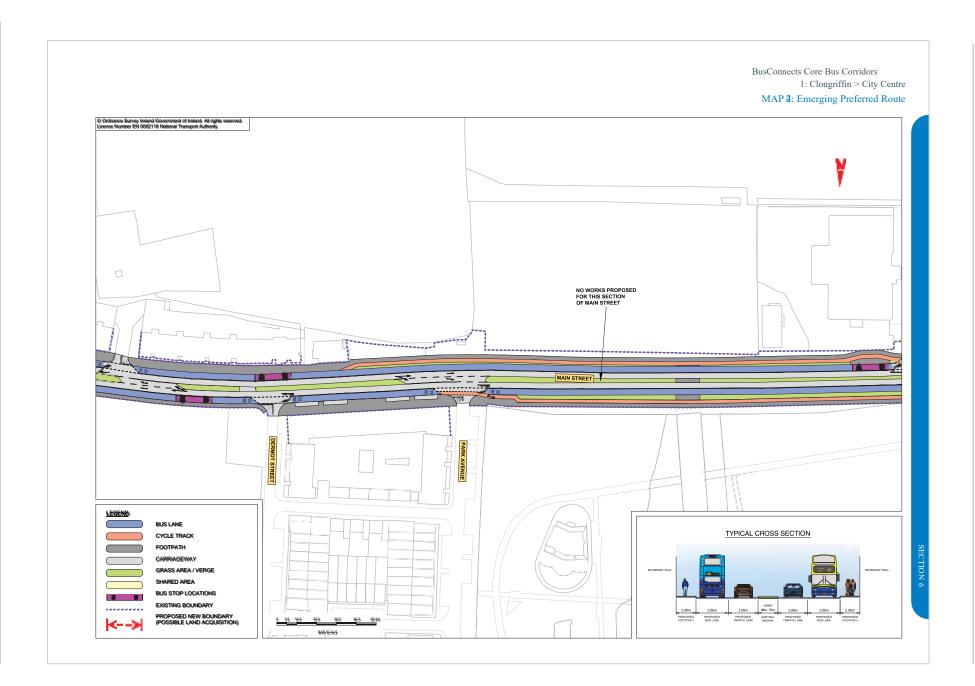
NOTE: The Emerging Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

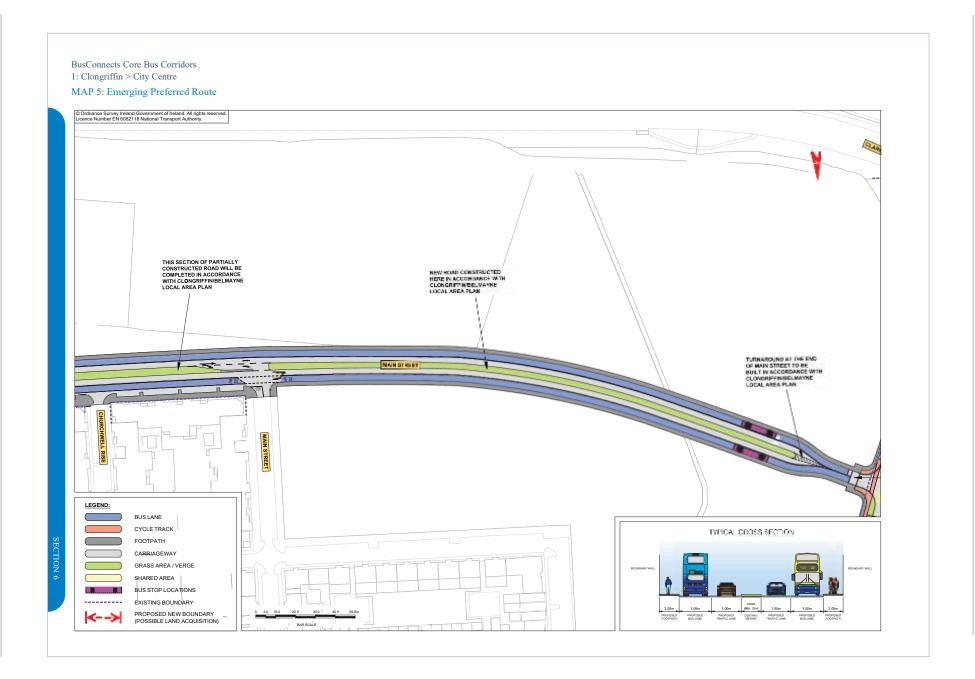
/ Core Bus Corridor Scheme



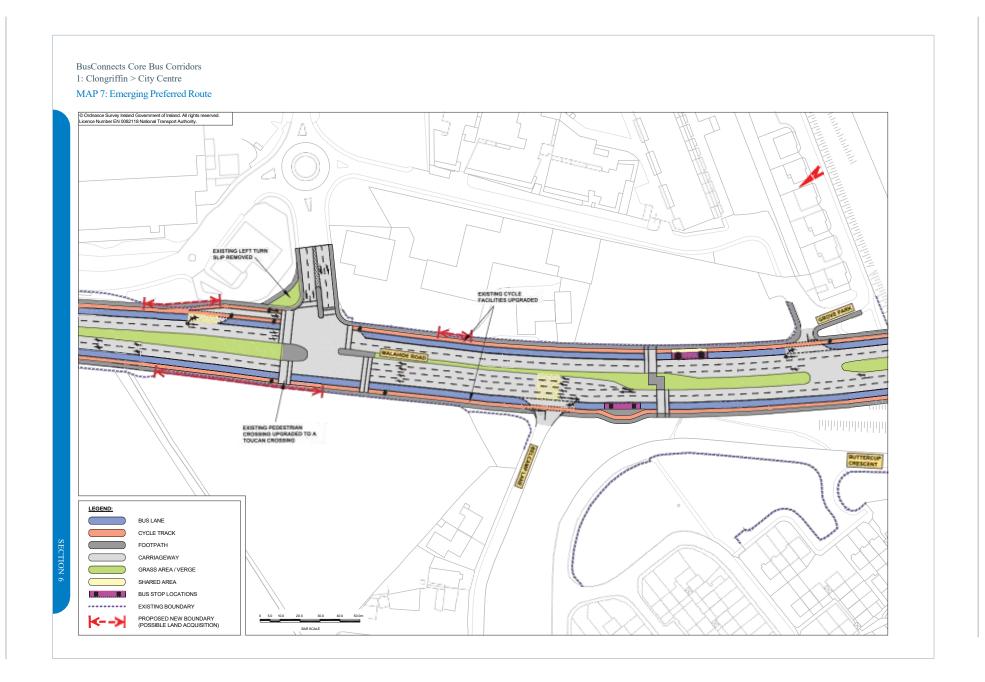
BusConnects Core Bus Corridors 1: Clongriffin > City Centre MAP 2: Emerging Preferred Route © Ordnance Survey Ireland Government of Ireland. All rights reserved Licence Number EN 0082118 National Transport Authority. NO WORKS PROPOSED FOR THIS SECTION OF MAIN STREET MAIN STREET LEGEND: BUS LANE TYPICAL CROSS SECTION CYCLE TRACK FOOTPATH CARRIAGEWAY GRASS AREA / VERGE SHARED AREA BUS STOP LOCATIONS EXISTING BOUNDARY PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

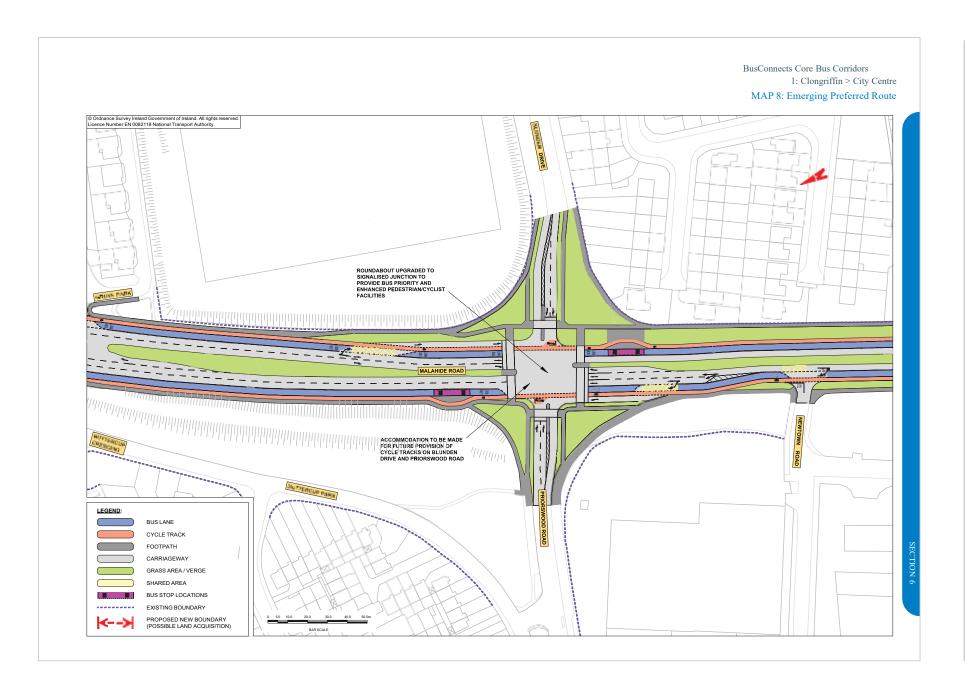




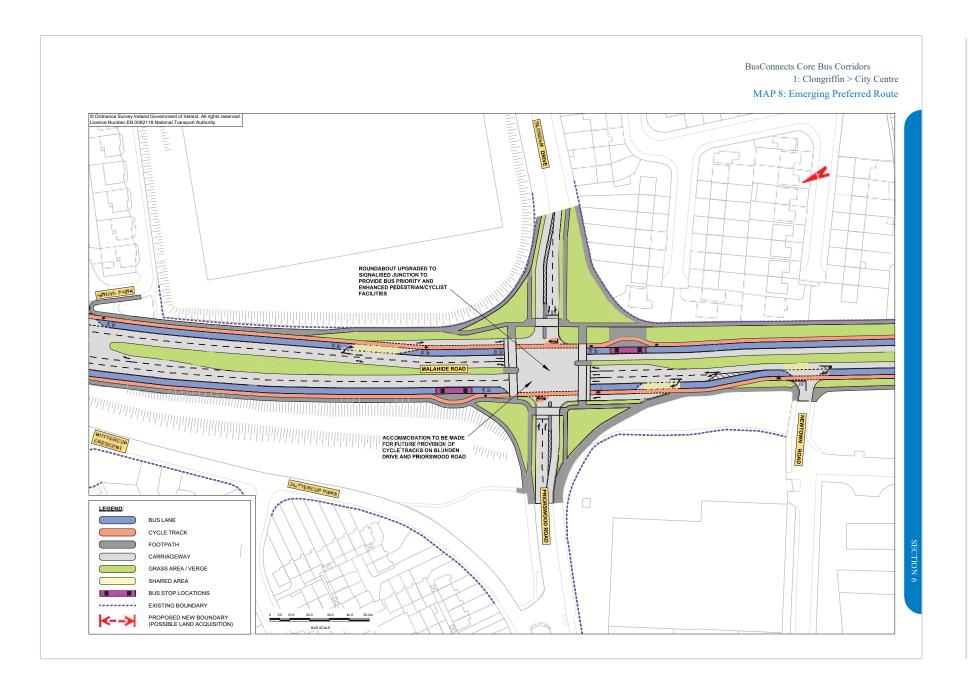


BusConnects Core Bus Corridors 1: Clongriffin > City Centre MAP 6: Emerging Preferred Route © Ordnance Survey Ireland Government of Ireland. All rights reserve Licence Number EN 0082118 National Transport Authority. AUNCTION UPGRADED TO PROVIDE BUS PRIORITY AND ENHANCED PEDESTRIAN AND CYCLIST FACILITIES BUS GATE LOCATED HERE. GENERAL TRAFFIC MAY NOT PASS THROUGH LEGEND: BUS LANE CYCLE TRACK FOOTPATH CARRIAGEWAY GRASS AREA / VERGE SHARED AREA BUS STOP LOCATIONS EXISTING BOUNDARY PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

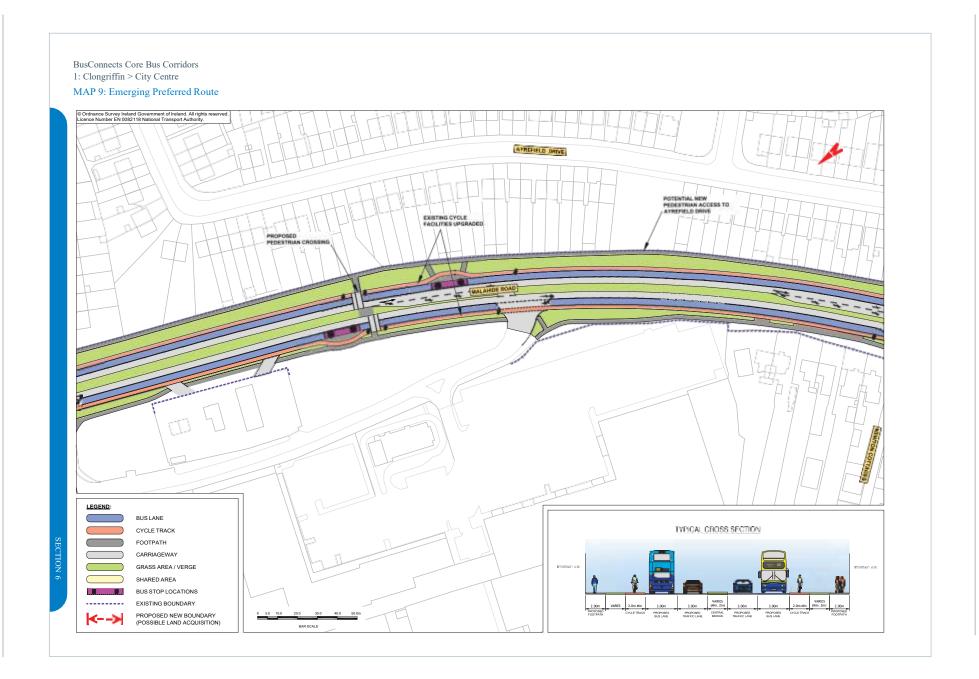


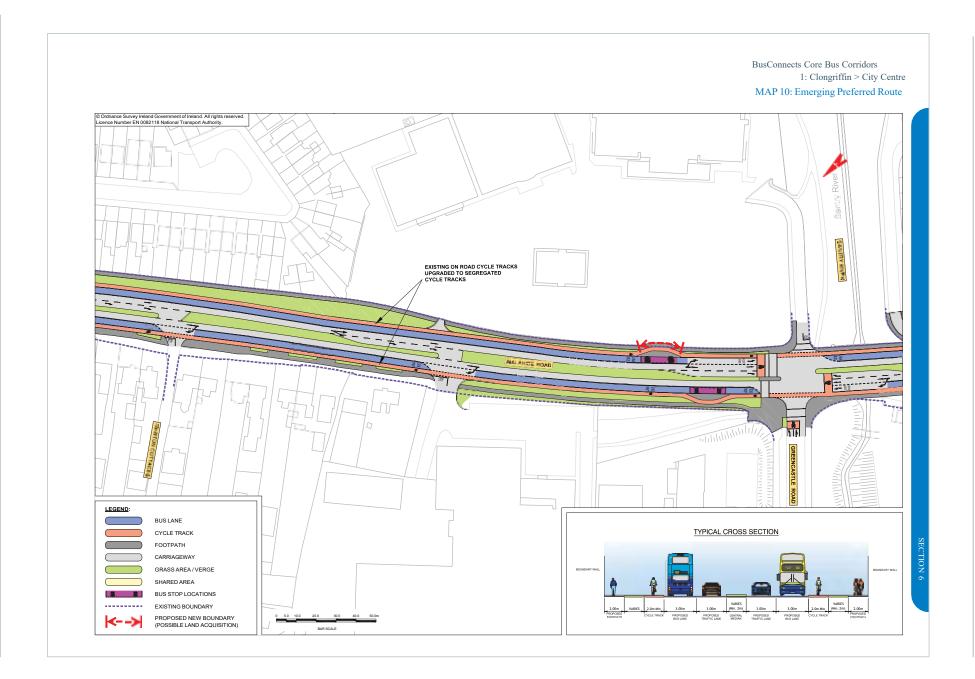


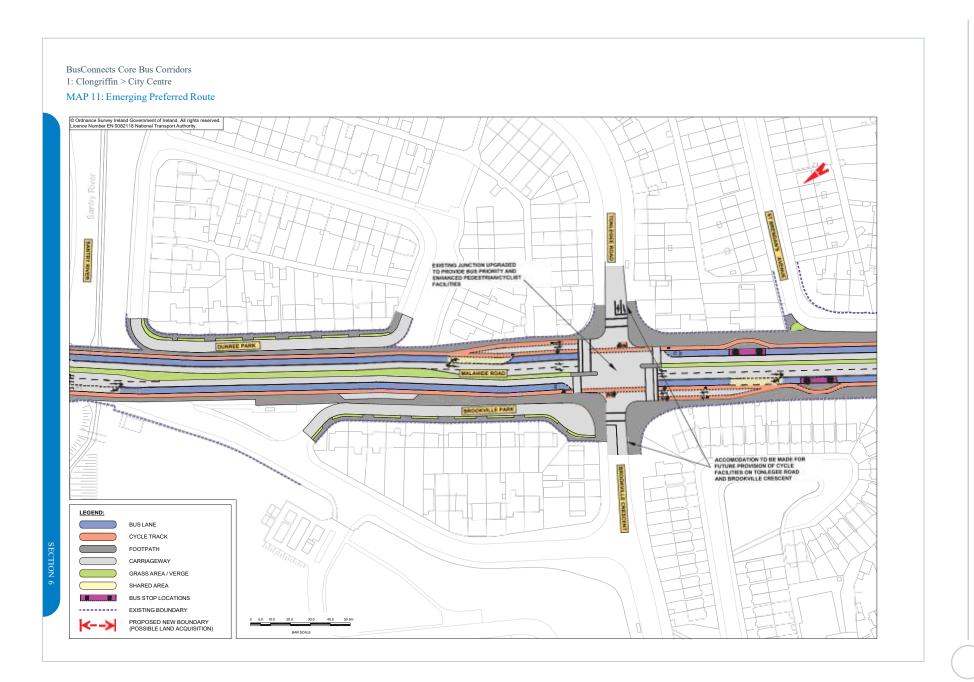
BusConnects Core Bus Corridors 1: Clongriffin > City Centre MAP 7: Emerging Preferred Route SLIP REMOVED EXISTING CYCLE FACILITIES UPGRADED EXISTING PEDESTRIAN CROSSING UPORADED TO A TOUCAN CROSSING BUTTERCUP CRESCENT LEGEND: BUS LANE CYCLE TRACK CARRIAGEWAY GRASS AREA / VERGE BUS STOP LOCATIONS EXISTING BOUNDARY PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

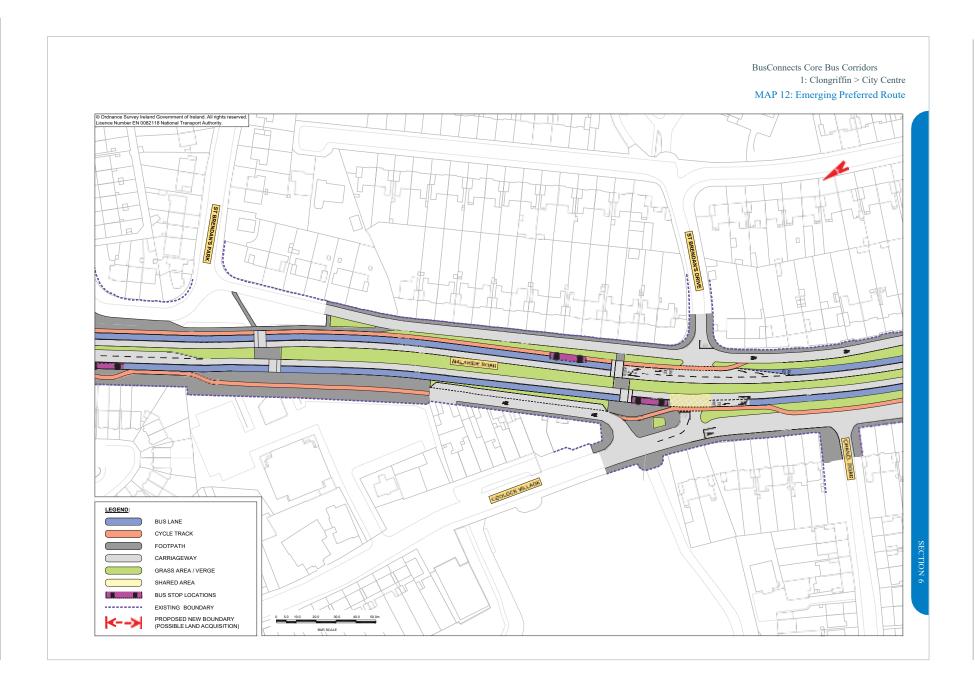


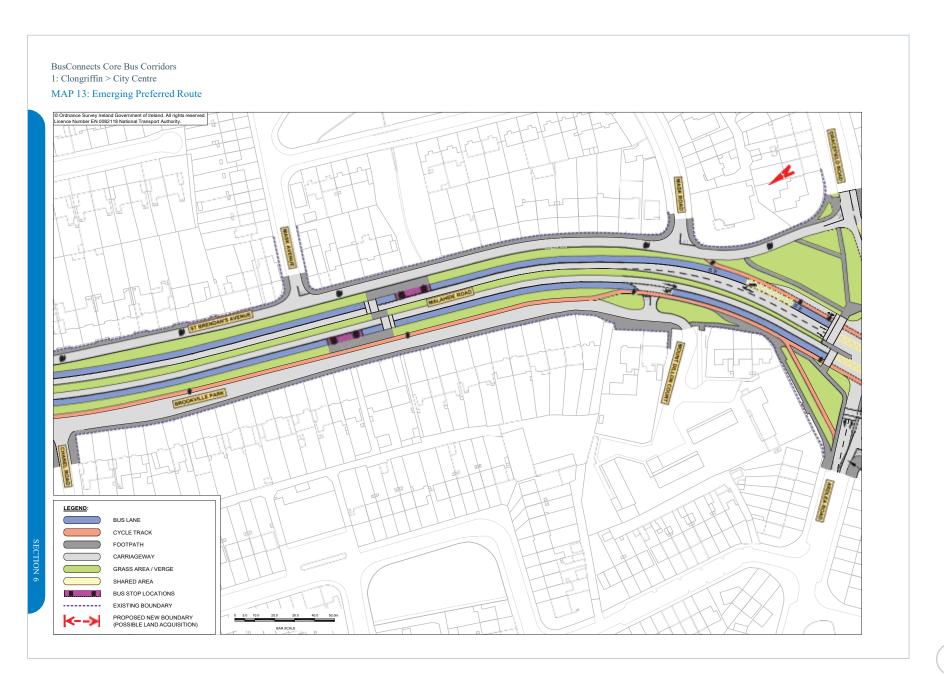
/ Core Bus Corridor Scheme

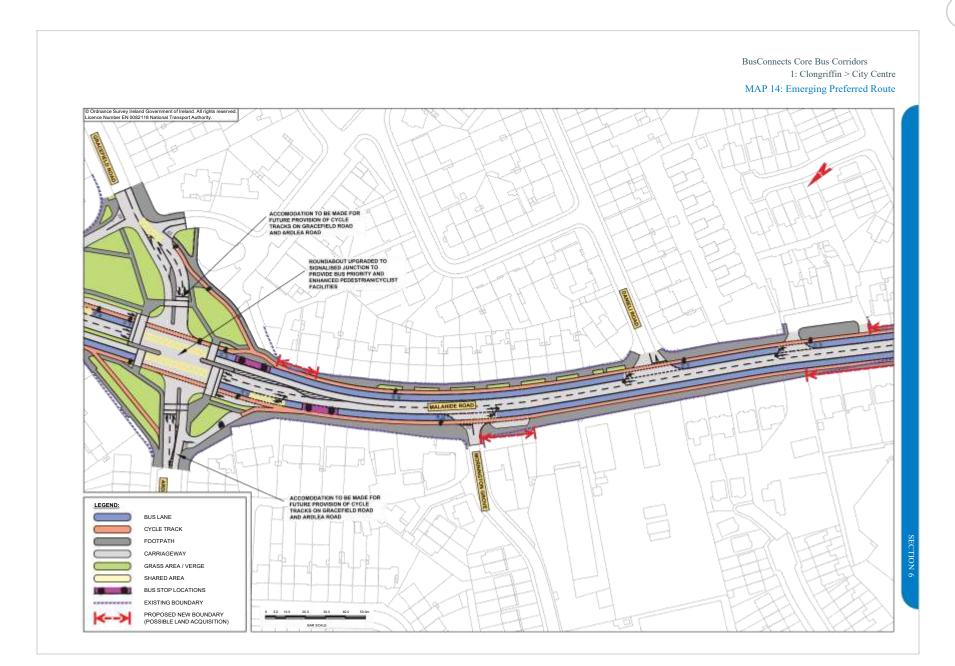




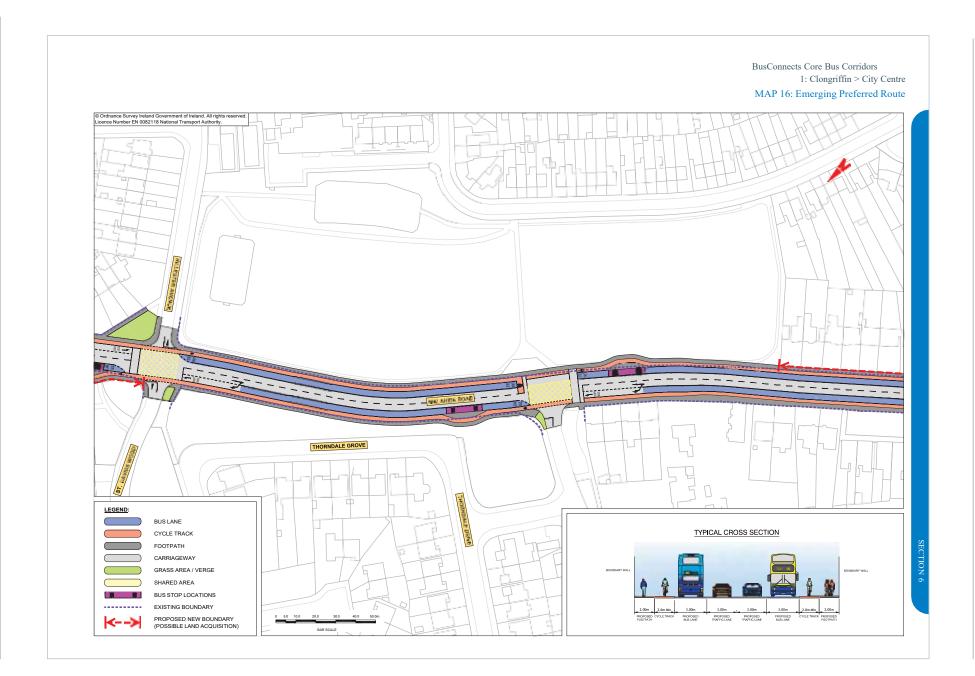


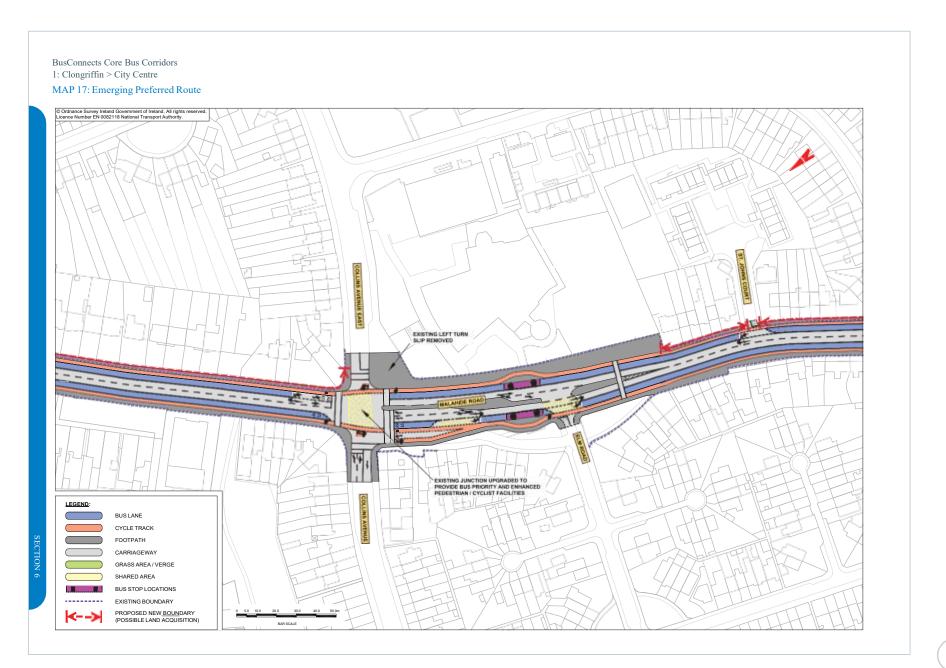


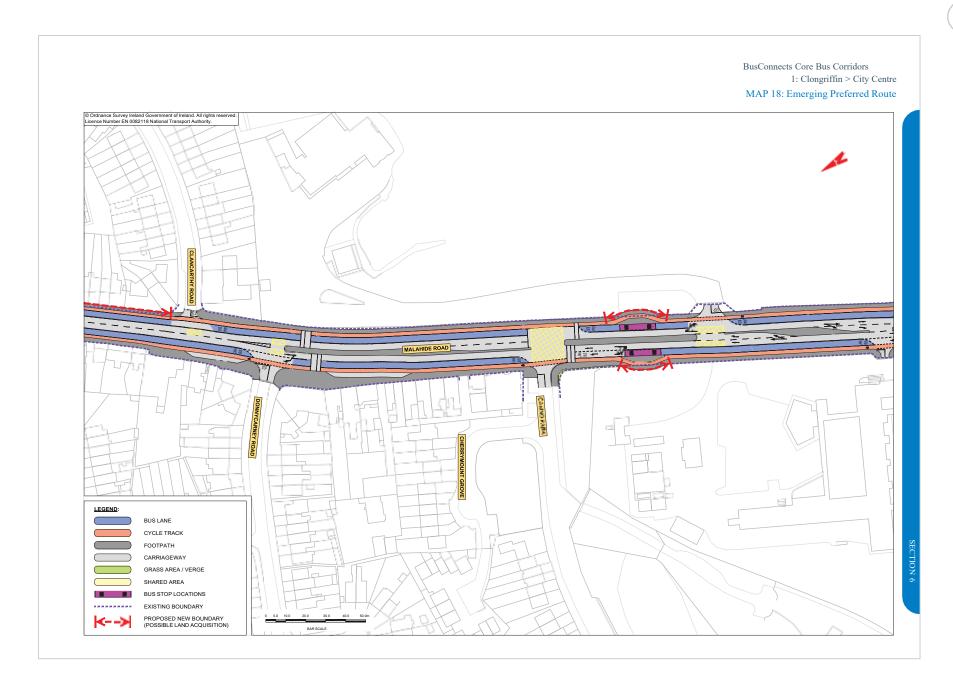


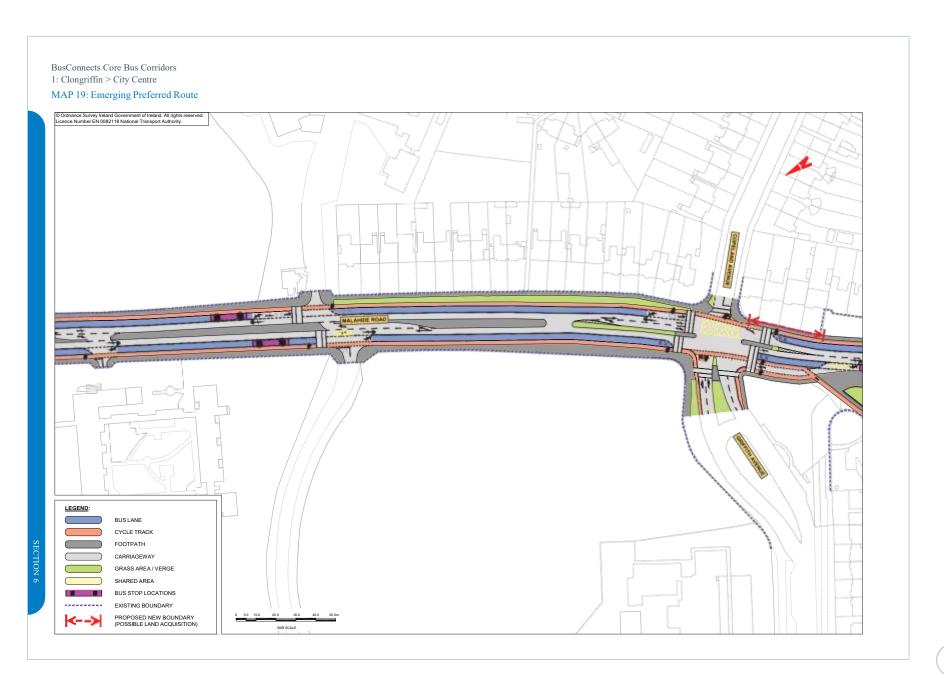


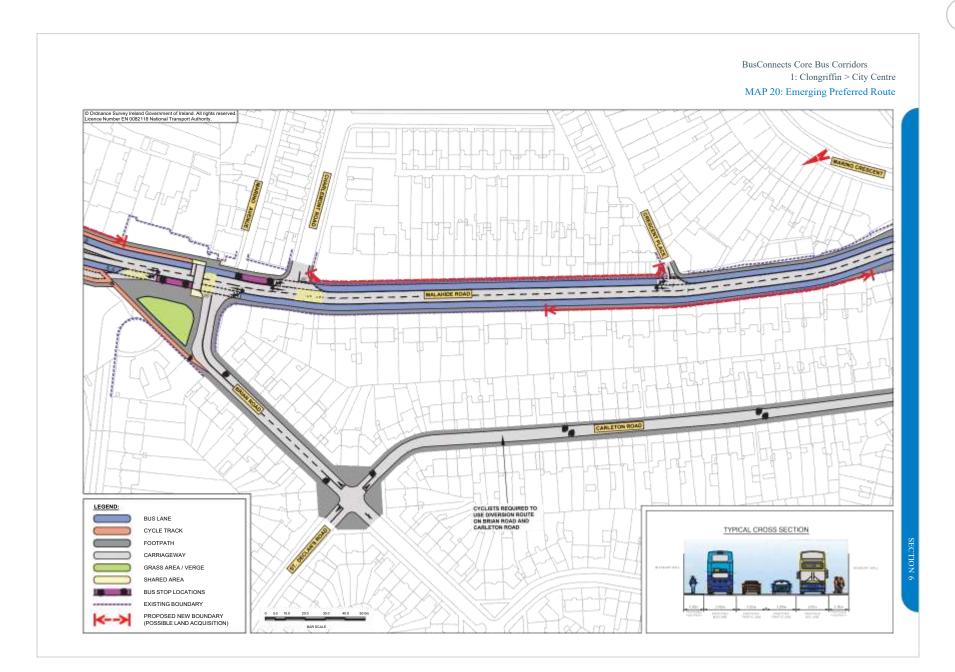
BusConnects Core Bus Corridors 1: Clongriffin > City Centre MAP 15: Emerging Preferred Route LEGEND: BUS LANE TYPICAL CROSS SECTION CYCLE TRACK CARRIAGEWAY BUS STOP LOCATIONS EXISTING BOUNDARY PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

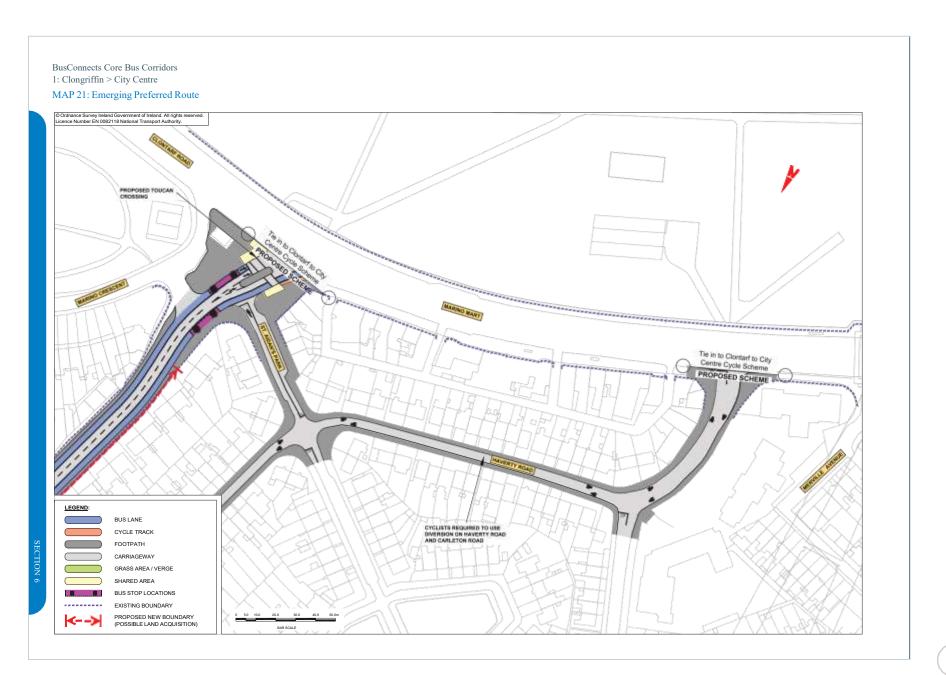














National Transport AuthorityDún Scéine Harcourt Lane Dublin 2 D02 WT20

www.busconnects.ie



designed by CATALYSTO

Clongriffin to City Centre

Irish Version



Cluain Ghrífín > Lár na Cathrach

Conair Bus Lárnach

An Bealach is Dealraithí a Roghnófar Comhairliúchán Poiblí Samhain 2018



Easy to Read Version



Core Bus Corridors Clongriffin to City Centre



There has been a lot of thinking and work on the best routes for bus corridors.

These are known as Emerging Preferred Routes.



One route goes from Clongriffin to the City Centre.

This bus corridor will start at Clongriffin DART station.



It will go along the Malahide Road to Marino Mart and Fairview.

The bus corridor will then link with the Clontarf to City Centre Cycle Scheme.



It will continue along North Strand Road and Amiens Street, and onto the bus lanes on the North Quays.



Now, the bus journey from Clongriffin to the City Centre takes over one hour.

With the bus corridor, this journey will take up to 35 minutes.



The route is around 10 kilometres.



There will be 6 kilometres of new cycle lanes.



We need to make changes along the route to make room for the bus corridor.

For example, changing the road layouts, taking down and replacing some trees, taking away parking spaces, making changes to some gardens.



You will find a map for this route and an information booklet at:

www.busconnects.ie



3. Emerging Preferred Route Option: First Round of Non-Statutory PublicConsultation – 14th November 2018 - 31st May 2019

3B Public Representative Engagement



Correspondence with local public representatives regarding the launch of the Emerging Preferred Route Option non-statutory public consultation on 14 November 2018:

Local Public Representatives

Launch of the Emerging Preferred Route Option non-statutory public consultation

From: oireachtasliaison@nationaltransport.ie Sent: Wednesday 14 November 2018 14:52

Subject: Launch of BusConnects Core Bus Corridor Project

Dear Public Representative

The National Transport Authority (NTA) has today launched the Core Bus Corridor Project which involves the implementation of continuous bus lanes along 16 key radial bus corridors around Dublin.

It is part of the overall BusConnects programme to transform Dublin's bus system deliver a more efficient, reliable and better bus system for more people.

The first stage of the Core Bus Corridor Project is the public consultation processwhich will take place on a phased basis between now and next May.

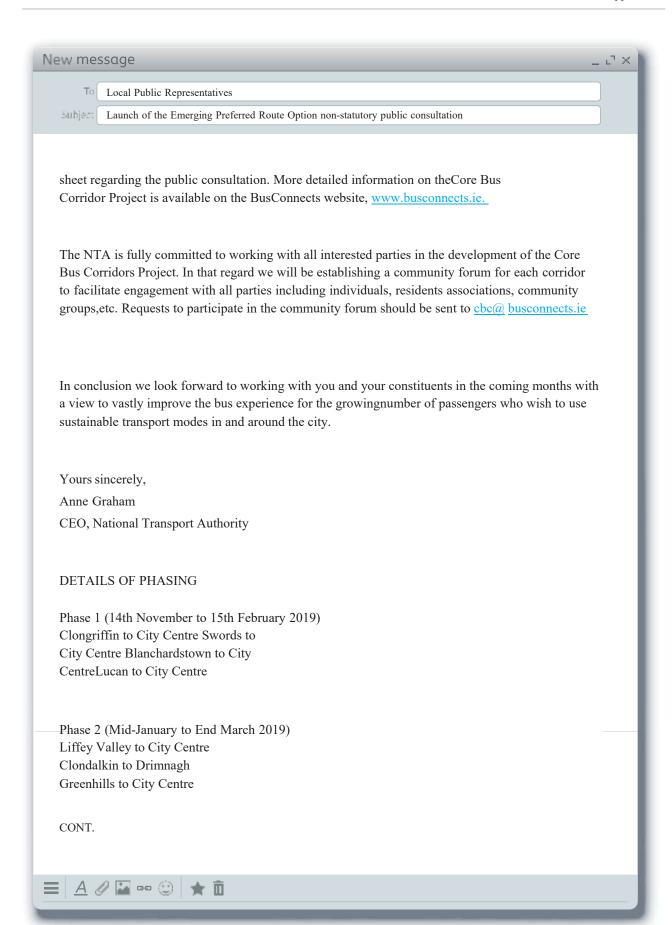
Each phase will involve consultation on a set number of corridors over a period of months. Details of the phasing of the public consultation process are set out at the end of this email.

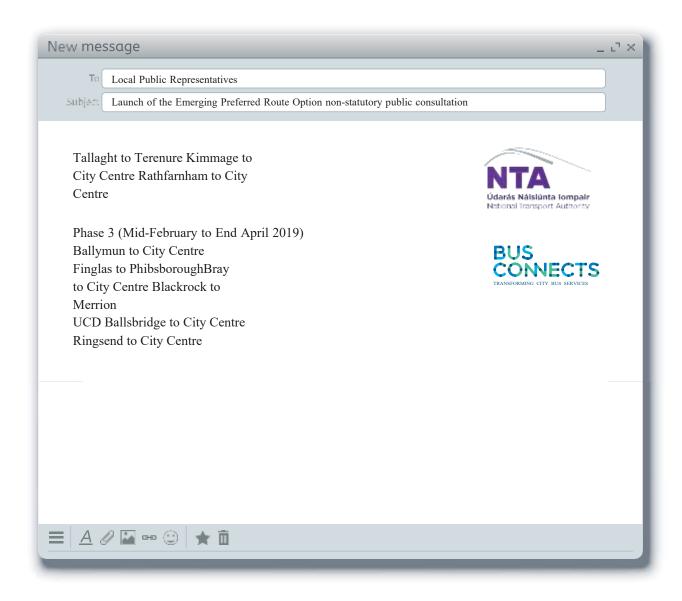
At the outset of each phase, the NTA will issue information letters directly to any house or business whose garden or frontage may have to be acquired. These letters have already been sent in the case of the four corridors in Phase 1. I attacha sample of this letter for your information.

A similar process of public consultation will be followed early next year for theremaining phases.

I attach a copy of a notice outlining details of the public consultation process, which will be published in newspapers. In addition, I also attach a copy of a fact

CONT.





Template of Letter issued to potentially impacted property owners:

(Name & Address)



Dún Scáine, Lána Fhearchair Baile Átha Cliath 2, DO2 WT20

Dün Soline, Harcourt Li Dublin 2, DG2 WT20

t OLB79 8300

fo@nationaltransport.ie

Date: 9th November 2018 Ref:

Re: BusConnects to City Centre Core Bus Corridor Project

Dear Property Owner / Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

A key part of the BusConnects programme is the development of "Core Bus Corridors", effectively the delivery of continuous bus lanes, on the key bus routes across the city. Sixteen corridors are included in BusConnects Dublin.

Initial work has been undertaken on these corridors to identify an Emerging Preferred Route for each corridor. The Emerging Preferred Route is the proposal which, subject to a public consultation process, is considered to offer the best solution to improve the bus and cycle network.

The purpose of this letter is to inform you that the proposals contained in the Emerging Preferred Scheme for the to City Centre Core Bus Corridor <u>may</u> impact on part of your property. An extract from a layout map showing an indicative layout of the scheme in the vicinity of your property is attached. The plan shows where the car lanes, bus lanes, cycle lanes and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Tabhair cuairt ar www.Transportferiretand.ie le hagnaidh eoisia agus seirbhiaí iompair phoiblí do chustaiméiri Viait www.Transportferiretand.ie for public transport customer information and services A complete public consultation document, which contains all of the relevant maps for this corridor, will be sent to you next week.

We do wish to reiterate that these are proposals only which are not fixed or finalised. They will be published in full shortly to get public feedback in relation to them. No decisions have been made to proceed with these proposals, and none would be taken until we have concluded the consultation process.

Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanala. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired from your property, appropriate compensation would have to be paid in addition to the rebuilding of new garden walls, fences, gates and driveways, plus landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653** to arrange a time and date at your earliest convenience.

Yours sincerely,
BusConnects Dublin,
National Transport Authority

BusConnects Core Bus Corridor Consultation Press Notice:

BUS CONNECTS

TEAMSFOOMING CITY BUS SERVICES.

Clár influsionths untrassed is ea BusConnects d'fhonn iompar poiblí i mBaile Átha Cliath a BusConnects is a major investment programme to improve public transport in Dublin. It aimsfheabhsú. Tá sé mar aidhm aige an córas busanna reatha a leasú ó bhonn trí chlár comhtháite to overhaul the current bus system through a 10 year integrated programme of integrated 10 mbliana de ghniomhaiochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos actions to deliver a more efficient, reliable and better bus system for more people. Éficachtaí, nios iontaofa agus nios fearr a chur ar fáil do níos mó daoine.

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of Tás émar aidhm ag tionsreadal na geonairí bus lámacha 230 ciliméadar de brusistain tionnaithe cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority isagus 200 ciliméadar de traonta rothaíochta a chur ar 16 cinn de na conairí bus is gnóthaí i now commencing a public consultation in relation to these proposals.

This public consultation in relation to these proposals.

This public consultation for sixten core bus corridors will take place over a phased basis maidir leis na moltaí seo.

Starting from 14th November 2018 and will run until May 2019.

Is ar bhonn céimnithe a tharlóidh an comhairliúchán poiblí do sé chonaire bus lárnach déag. The public consultation for the first four corridors has now commenced and will end Friday 15th February 2019. We are now seeking submissions and observations for the following:

ar agustaí go du Deannac 2019. Thosaigh an comhairliúchán poiblí don chéad cheithre chonaire cheana féin agus críochnóidh sé Dé hAoine, an 15 Feabhra 2019. Táimid ag lorg moltaí agus tuairimí faoi láthair maidir leis na conairí seo a leanas:

Cluain Ghrífin go Lár na Cathrach

Sord go Lár na Cathrach

Cluain Ghrífin go Baile Bhlainséir Leamhcán go Lár na Cathrach

Is feidir mionsonraí faoi na ceithre chonairea íoslódáil ar an suíomh www.busconnects.ie nó

Community Forum - The NTA will establish a Community Forum for each corridor where

303 653.

• Fóram Pobail - Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áiritheoirí, Grúpai Pobail, lonadaithe Pobail a Groups, Public Representatives and Interested Groups to get informed and engageu during the public consultation process. Please email cbe@busconnects.ie to get involved. Ionadaithe Pobail nó Groups Leasmhara a bheith ar an colas maidir leis an bpròiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. Iarrtar ort ríomhphost a • Public Consultation Information events - A series of Public Consultation meetings will besheoladh chuig cbe@busconnects.ie má held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks.

Ócáidí Eolais Comhairliúcháin Phoiblí - Reáchtálfar sraith cruinnithe Comhairliúcháin Phoiblí in ionaid i gceantair na gconairí seo. Is féidir teacht ar shonraí maidir leo seo ar an suíomh Details of the other welve corridors will be published for public review in early 2019. Below agus sna nuachtáin áitiúla sna seachtainí is a lás te teacht fréisin.

In ocan ewspapers in the comming weeks.

In ocan ewspapers in the comming weeks.

In ocan ewspapers in the comming weeks.

Foilseofar sonraí an dhá chonaire déag eile le haghaidh athbhreithniú an phobail go luath in2019. Seo thíos liosta de na conairí agus de na céimeanna molta comhairliúcháin phoiblí.

	Dátaí Comhairliúcháin Phoiblí:
	Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
Gleann na Life go Lár na Cathrach	Baile Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth framáir a Lás na Gathrachaidir leis na ceithre cho	Att Rigruse Leis ma Cathrach

ris uite.

Tridanbhfoirmarlínesachuid"ComhairliúchánPoibli"deleathanachnagConairiBusLárnachaaran By post to: suíomh www.busconnects.ie

i riu an bpost chuig: Tionscadal na gConairi Bus Lárnacha An tÚdarás Núsiúnta Iompair Dun Sceine Lána Fhearchair Baile Atha Cliath 2D02 WT20

Clongriffin to City Centre Swords to City Centre

Details of the proposals for these four corridors are available for download on the website www.busconnects.ie or call Freefone 1800 303 653.

Blanchardstown to City Centre

Lucan to City Centre

Public Consultation Dates:	Public Consultation Dates:
Mid - January to End March 2019	Mid – February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimnagh	Finglas to Phibsborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Withten sabrin sitors said observations on t	he four correlessend to Cita Sciente

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the

Core Bus Corridor Project National Transport Authority Sceine Harcourt Lane





BusConnects Core Bus Corridor Phase 1 Fact Sheet:



BusConnects Core Bus Corridor Project Public Consultation Key Facts

Background

- Population in the Dublin region is due to grow by 25% by 2040, bringing it to almost 1.55m.
- Bus is the proven solution and main form of public transport across Dublin with 67% of public transport journeys each day made by bus.
- Cars only account for 30% of travel into the city centre each day.
- Bus carries x3 and x4 the number of people who travel on Luas or Dart and commuter rail.
- Commuting to work by bicycle has increased by 43% since 2011.

Core Bus Corridors Project

- 230kms of continuous bus priority and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.
- Delivery of journey time savings of up to 40-50% on each corridor.
- On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the years 2015 to 2017.
- Yet bus lanes account for only in place for one-third of corridors.

Phase One Facts

Route	No. of Properties Impacted	No. of on parking space being removed i	No. of roadside trees being emoved	Route length	Cycle lane length	Current bus journey time	BusConnects journey time	Future bus journey time without BusConnects
Clongriffin	120	31	100	10km	6km	Up to 65 mins	30-35 mins	85+ mins
Swords	110	101	170	12km	12km	Up to 71 mins	40 mins	80+ mins
Phase wood	ase Three	87	200	8km	8km	Up to 65 mins	25-30 mins	80+ mins
Lucan	15	13	44	10km	5km	Up to 50 mins	30-35 mins	60+ mins

Phase Two Public Consultation Dates: Mid January to End March 2019	Phase Three Public Consultation Dates: Mid February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimnagh	Finglas to Phibsborough
Clondalkin to Drimnagh Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

Buses & Annual Bus Passenger Journeys per Corridor

Corridor	Dublin Bus Routes	Annual Patronage 2017*	% Growth from 2014 2017
Blanchardstown	37,38,38a,38b,39,39a,39n,39x,70,70n,270	Approx.11m	15%
Lucan	25,25a,25b,25d,25n,25x,26,66,66a,66b,66n,66x,67,67 n,67x	Approx.8.5m	14%
Clongriffin	14,15,27,27a,27b,27x,29a,29n,31,31a,31b,31n,32,32x, 42,42n,43,130	Approx.22m	16%
*Dิฟซ์ที่คิ Bus passen	ers 6ABy3OtherBusservices also operate on these c	o Androws 19m	11%
Total Possible Costs:		Approx. 61.2m	14%

Phase One Corridor	Estimated Cost	Phase One Corridor	Estimated Cost
Clongriffin to City Centre Mitigation Efforts		Blanchardstown to City Centre	€120m to €170m
Mitigation Efforts Swords to City Centre	€100m to €150m	Lucan to City Centre	€80m to €120m

- Where lands are being acquired, the NTA will ensure new landscaping and replanting of gardens, reinstatement of driveways and as well as providing compensation for the garden and driveway portion loss and disruption.
- Where private and public walls or fencing or removed, we will rebuild and replace.
- Where there is a loss of on-street parking and loading facilities, we will seek to provide, where feasible, alternative arrangements close by.
- Where trees are removed we will put in place a comprehensive replanting programme replacing more trees that we move. The programme will largely use mature or semi-mature ready-grown trees, and where it is feasible, plant them as close as possible to the original locations.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.

Process of Engagement

- The NTA believes a step-by-step process of engagement is the best approach to take in delivering the Core Bus Corridors project.
- All property owners potentially affected by today's announcement have been notified by post and a one-to-one meeting is being offered with each of those impacted.
- Today marks the beginning of a dialogue with those potentially impacted which will continue into 2019 and throughout the project.
- Planning approval from An Bord Pleanála will be required for this project and for the acquisition of garden portions. That planning application will only be made in 2020.

CONT.

- The NTA will also establish 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.
- A series of public consultation meetings will be held in venues along the four corridors details of which can be found on the BusConnects website.
- Written submissions and observations on the four corridors announced today may be made:
 - o Online at: www.busconnects.ie;
 - Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
 - o By email to: cbc@busconnects.ie.

Public Representative Correspondence regarding the Clongriffin to City Centre Core Bus Corridor Community Forum on 11 Dec 2018 in the Hilton Hotel:

New message	L7 X
Tn	
Subject	
From: cbc Sent: Thursday 29 November 2018 12:43 Subject: Bus Connects Community Forum; Clongriffin & Blanchardstown	
Dear Public Representative	
As you are aware, BusConnects is a major investment programme to improve public transport in Dublin. It aims to overhaul the current bus system through a10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system for more people. As part of this programme, theCore Bus Corridors project focuses on bus lanes and aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiestcorridors in Dublin.	
The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone onthe proposed bus corridors fully informed at all times. Therefore, in addition to the normal public consultation communications which will include public information events in January, we are also establishing a community forum for each corridor, beginning with Clongriffin, Swords, Lucan and Blanchardstown.	
• Clongriffin Community Forum will take place in the Hilton Hotel onTuesday 11th December from 6.30pm-8.00pm.	
• Blanchardstown Community Forum will be held at the Crowne PlazaHotel on Wednesday 12th December from 6.30pm-8.00pm.	
Both the Lucan and Swords corridors community forums will take place in early January with details to follow	
CONT.	

New message

Local Public Representatives

Bus Connects Community Forum; Clongriffin & Blanchardstown

Membership of each forum will comprise of a single representative from resident and community associations, disability and special interest groups as well as business organisations on the corridors along with publicrepresentatives.

As places are limited, only one representative per group or association can be accepted. We are now accepting requests to participate in the community forum where the name and contact details of the nominee as well as the name of their respective association can be sent to cbc@busconnects.ie. The name

of the nominated representative must be sent to us by the close of business on Friday 7th December. Please be aware that places will be limited at the event soonly registered attendees will be able to attend the forum on the night.

Whilst places are limited to one representative per organisation or association, we would welcome your individual attendance as an elected public representative. Please find attached a copy of the community forum press advertisement along with a copy of the bus corridor phase map.

In conclusion we look forward to continuing working with you in the coming weeks and months in order to vastly improve the bus and cycling experience forthose who wish to use sustainable transport modes in and around the city.

Yours sincerely, Bus Connects Team

Dún Scéine Harcourt LaneDublin 2 D02 WT20

Tel: +353 (0)1 879 8300 Email: cbc@busconnects.ie Web: www.nationaltransport.ie

















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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from **resident** and **community associations**, **disability and special interest groups** and **business organisations** on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to cbc@busconnects.le before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019. Written submissions and observations on the **four corridors** may be made:

Online

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.le

By email to: cbc a busconnects.ie

By Post to:

Core Bus Corridor Project
National Transport Authority
Dun Sceine
Harcourt Lane
Dublin 2
DO2 WT20

Public consultation information events - a series of public consultation meetings will be held in yenues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie



New message

To Local Public Representatives

Subject REMINDER: Bus Connects Community Forum; Clongriffin & Blanchardstown

From: cbc

Sent: Wednesday 5 December 2018 15:27

Subject: REMINDER: Bus Connects Community Forum; Clongriffin & BlanchardstownDear Public

Representative,

TThis email is a brief reminder of the upcoming Bus Connects public information events as well as the community forums for the first four core bus corridors.

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. Therefore, in addition to the normal public consultation communications which will include public information events in January, a community forum for each corridor will take place, beginning with Clongriffin, Blanchardstown, Lucan and Swords.

- The Clongriffin Community Forum will take place in the Hilton Hotel onTuesday 11th December from 6.30pm-8.00pm.
- The Blanchardstown Community Forum will be held at the Crowne PlazaHotel on Wednesday 12th December from 6.30pm-8.00pm.
- **Both the Lucan and Swords corridors community forums will take place inearly January with details to follow**

Membership of each forum will comprise of a single representative from residentand community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives. We would appreciate if you could make these various groups and associations within your constituency aware of the upcoming community forums.

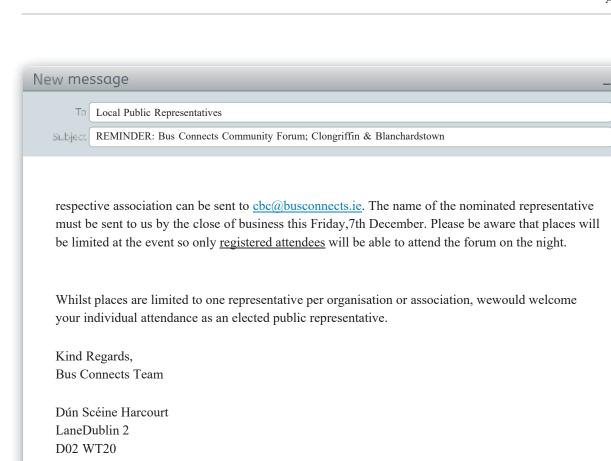
As places are limited, only one representative per group or association can be accepted. We are now accepting requests to participate in the community forumwhere the name and contact details of the nominee as well as the name of their

CONT.







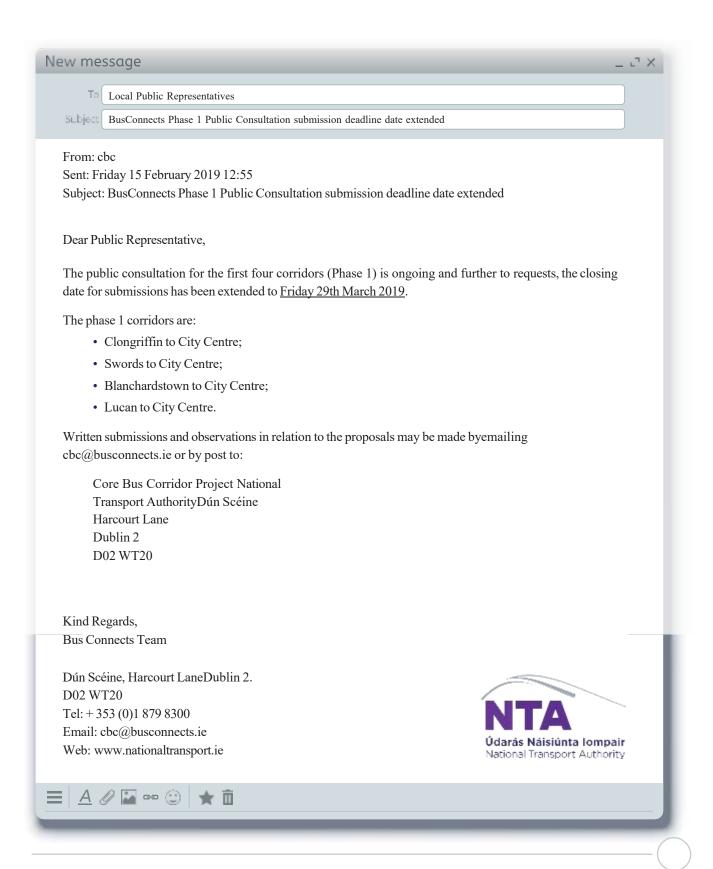


Tel: + 353 (0)1 879 8300 Email: cbc@busconnects.ie Web: www.nationaltransport.ie

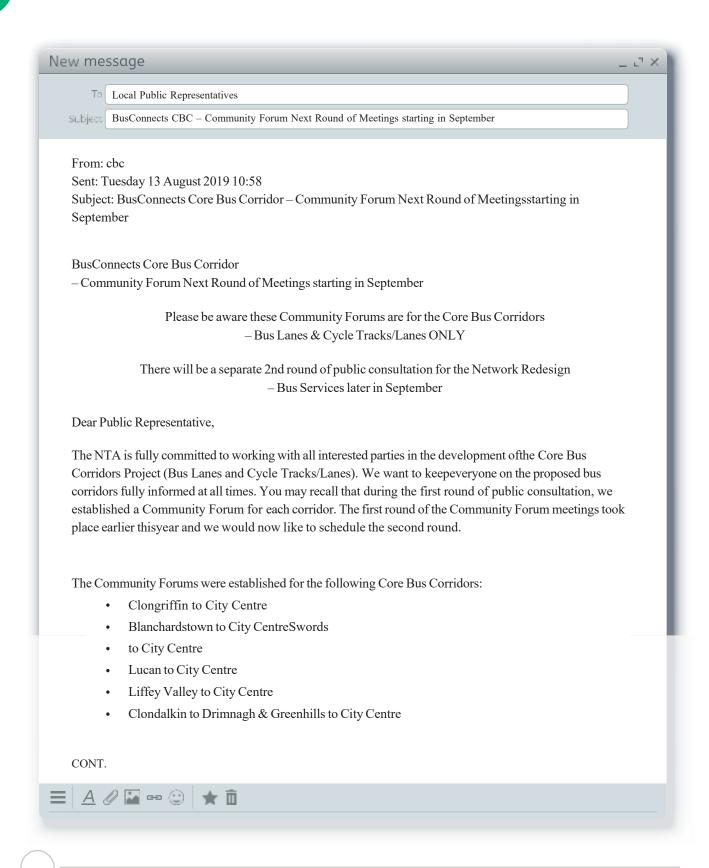




Correspondence with local public representatives regarding the extension of closing date of submissions for the Emerging Preferred Route Option non-statutory public consultation:



Correspondence with local public representatives regarding the Community Forum on 11 September 2019in the Hilton Hotel:



New message

To Local Public Representatives

Subject BusConnects CBC - Community Forum Next Round of Meetings starting in September

- Tallaght to Terenure Rathfarnham
- to City CentreKimmage to City
- Centre
- Ballymun to City Centre & Finglas to PhibsboroughBray to City
- UCD Ballsbridge to City Centre & Blackrock to City Centre
- Ringsend to City Centre

Membership of each forum comprises of representatives from resident and community associations, disability and special interest groups as well as business organisations on the corridors along with public representatives. As many of you are newly elected Councillors we look forward to your attendance along with all public representatives

at these Forum meetings as we believe they add real value to the consultation andengagement process.

As there is no central resident association directory available to the NTA, we would be grateful if you would make any groups and associations within your constituency, who may not already be registered with us, aware of the community forums.

Places are limited, however, we do our best to accommodate at least one representative per group and can facilitate up to two representatives if requested. Groups who wouldlike to participate in their local community forum can send their name, contact details ofthe nominee as well as the name of their respective association to cbc@busconnects.ie. Please be aware that places will be limited at the event so only registered attendees willbe able to attend the forum on the night.

We will be in contact in due course with details of the exact dates and venues for theupcoming forums in September.

Yours sincerely, Bus Connects Team

Dún Scéine Harcourt LaneDublin 2 D02 WT20

Web: www.nationaltransport.ie















Hotel, Clongriffin on Wednesday 11th September @6.30pm.

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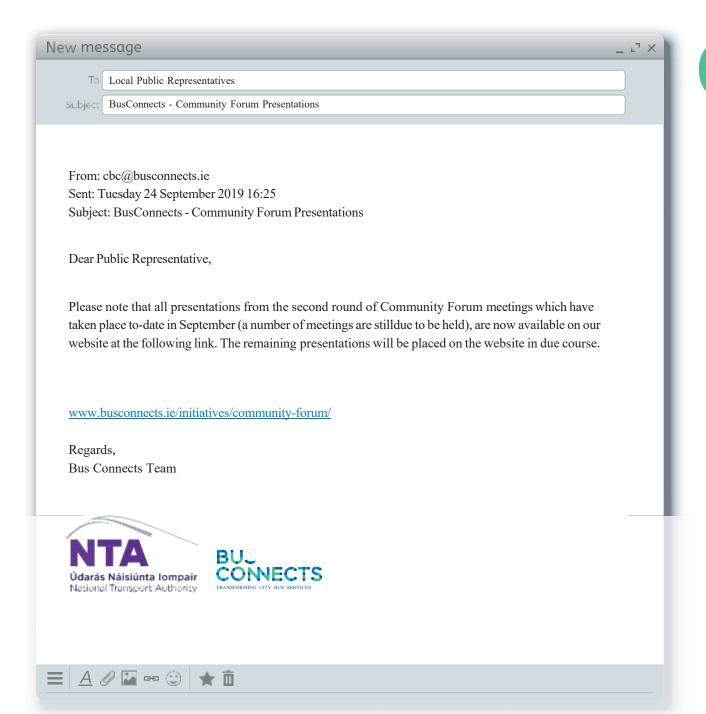
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Yours Sincerely, Bus Connects Team









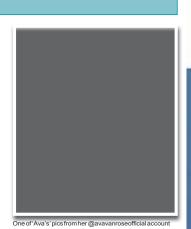
3. Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation – 14th November 2018 - 31st May 2019





Press Ad:

3 January 2019 DUBLIN GAZETTE 17



PEOPLE | DUB ON HIT SHOW

REBECCA RYAN





Public Consultation Information Events

A series of information events are being held about the BusConnects core bus curridors project public consultation. The core bus corridors project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The public consultation for the sixteen core bus corridors is taking place on a phased basis and will run until May 2019. The public consultation for the first four corridors has commenced and will end on 15th February 2019. Details of the 12 other corridors will be published for public review in early 2019.

Public information events for

Clongriffin to City Centre, Swords to City Centre, Blanchardstown to City Centre and Lucan to City Centre are being held in the following venues:

CORRIDOR	VENUE	DATE & TIME
Clongriffin to City Centre	The Hilton Hotel, Northern Cross, Malahide Rd, Dublin 17	Thursday 10th January 3.00pm to 8.00pm
Swords to City Centre	The Carnegie Court Hotel, North St. Townparks, Swords, Co. Dublin	Friday 11th January 3.00pm to 8.00pm
Blanchardstown to City Centre	The Crowne Plaza Hotel, Blanchardstown Town Centre, Dublin 15	Tuesday 15th January 3.00pm to 8.00pm
Lucan to City Centre	The West County Hotel, Old Lucan Road, Chapelizod, Dublin 20	Wednesday 16th January 3.00pm to 8.00pm
Clongriffin to City Centre, Swords to City Centre, Blanchardstown to City Centre and Lucan to City Centre	The Gresham Hotel. 23 O'Connell Street Upper. Dublin 1	Thursday 17th January 2.00pm to 8.00pm

For more information on the core bus corridor public consultation go to www.busconnects.le



Public Consultation Information Event Comment Sheet:

BUS CONECTS TRANSFORMING CITY BUS SERVICES	DATE:
Area of Interest	
-	
Y	
Your Comments	



TRANSFORMING CITY BUS SERVICES

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- 3. Emerging Preferred Route Option: First Round of Non-Statutory PublicConsultation 14th November 2018 31st May 2019
 - 3D Community Forums & Associated Materials







TRANSFORMING CITY BUS SERVICES

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

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Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to cbc@busconnects.le before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019. Written submissions and observations on the **four corridors** may be made:

Online

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By email to: cbc = busconnects.ie

By Post to:

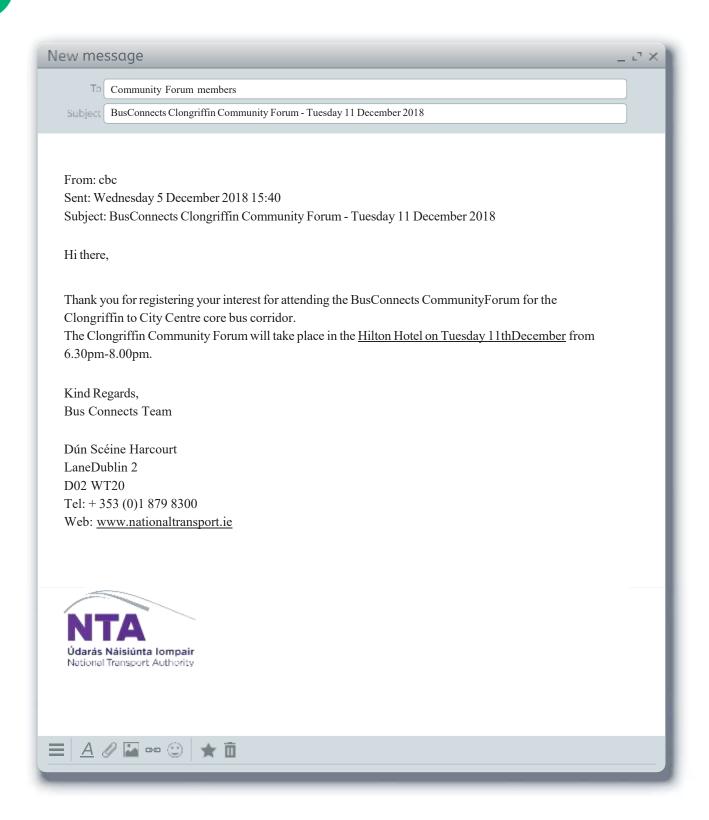
Core Bus Corridor Project National Transport Authority Dun Sceine Harcourt Lane Dublin 2 DO2 WT20

Public consultation information events - a series of public consultation meetings will be held in yenues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie



Correspondence with Community Forum members regarding the Clongriffin to City Centre Community Forum on 11 December 2018 in the Hilton Hotel:



New message To Community Forum members Subject Clongriffin to City Centre Core Bus Corridor Community Forum Report From: cbc Sent: Tuesday 8 January 2019 13:10 Subject: Clongriffin to City Centre Core Bus Corridor Community Forum Report

Please find attached the Clongriffin to City Centre Core Bus Corridor Community ForumReport from the meeting which took place on Tuesday 11th December 2018.

We will be in contact in due course with a date for the next meeting.

Yours sincerely,,
Bus Connects Team

Dún Scéine Harcourt LaneDublin 2 D02 WT20

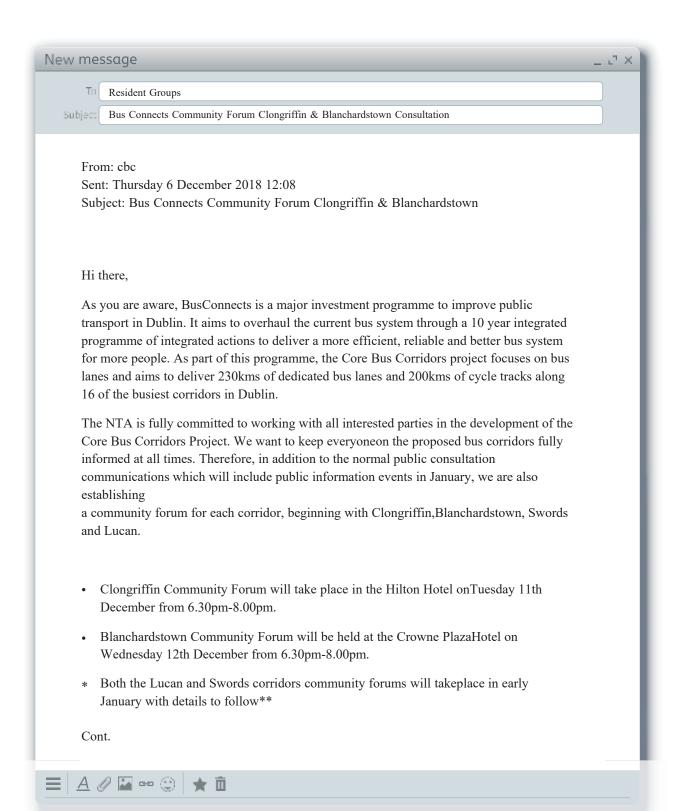
Web: www.nationaltransport.ie

Dear Community Forum Member,





Reaching out to Resident Groups regarding Community Forum





Membership of each forum will comprise of a single representative from resident and community associations, disability and special interestgroups as well as business organisations on the corridors along with public representatives.

As places are limited, only <u>one representative</u> per group or association and be accepted. We are now accepting requests to participate in the community forum where the name and contact details of the nominee as well as the name of their respective association can be sent to cbc@busconnects.ie. The name of the nominated representative must be sent to us by the close of business on Friday 7th December. Please be aware that places will be limited at the event so only <u>registered attendees</u> will be able to attend the forum on the night.

In conclusion we look forward to continuing working with you in thecoming weeks and months in order to vastly improve the bus and cycling experience for those who wish to use sustainable transport modes in and around the city.

Yours sincerely,

BusConnects Team

Dún Scéine, Harcourt Lane Dublin 2, D02 WT20

Web: www.nationaltransport.ie







BusConnects Dublin Core Bus Corridors – Community Forum Terms of Reference

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM TERMS OF REFERENCE

- Membership of the Community Forum will comprise of two representatives from residents'/community associations, disability groups, special interest groups and business organisations on the corridor, along with local public representatives, together with personnel from the National Transport Authority(NTA).
- 2. Meetings of the Community Forum will be chaired by an independent chairperson.
- The core objective of the Community Forum is to facilitate a two-way dialogueprocess between representatives of communities / groups and the NTA in relation to the Core Bus Corridor proposals.
- 4. It will enable information to be provided more directly by the NTA to the partiesmost impacted by the proposals.
- 5. It will allow concerns about the proposals to be raised by the participants and for the NTA to address and respond to those concerns.
- 6. It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.
- 7. It will assist in enabling the resolution of local issues within the proposals in atimely manner.
- 8. It will allow discussions and suggestions in relation to ideas for urban centreimprovements that could be incorporated into the project.

Clongriffin to City Centre Core Bus Corridor Community Forum Presentation – 11 December 2018



AGENDA BUS CONFECTS

Introductions



CHAIRPERSON - MR. DAVID DENNY

HUGH CREEGAN – Deputy CEO, NTA

JOHN FLEMING – BusConnects Infrastructure Director

CON KEHELY– Senior Project Manager, BusConnects

FORUM OBJECTIVES & TERMS OF REFERENCE



- Two-way communication Serve as a two-way communication channel between the NTA and local communities
- Information Flow Provide timely information from start to finish consultation, final design, planning submission, acquisition process and construction
- Answer questions Provide answers to concerns raised
- Listen Listen to suggestions on how to improve the Emerging Preferred Route, hear constructive ideas and viable alternatives
- . Resolve Enable and support the resolution of local issues in a timely manner
- Urban centre ideas Gain local insights & suggestions for urban centre improvements that can be facilitated during the design & planning process

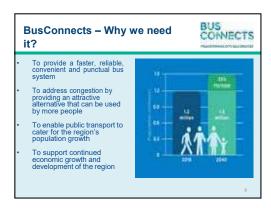
RUNNING OF MEETINGS

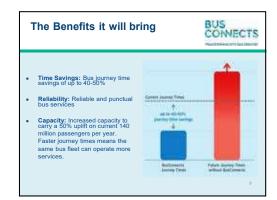


- . The meeting will finish on time
- Turn off mobile phones and refrain from recording or using social media during the meeting
- Be respectful of each other when people are speaking from the floor
- Speaking time is limited to 3 minutes per contributor from the floor
- State your name and the name of the association you represent before you ask a question
- Chairperson will call on speakers in turn
- Additional queries and questions can be taken off-line and answered via email or in writing afterwards



















Clongriffin to City Centre Key Facts



- Approximate number of properties hat 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 number of roadside trees that may be removed: 100
 Approximate number of roadside trees that may be removed: 100
 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 +













































Clongriffin to City Centre Core Bus Corridor Community Forum Report - 11 December 2018



TRANSFORMING CITY BUS SERVICES

Clongriffin Community Forum Report

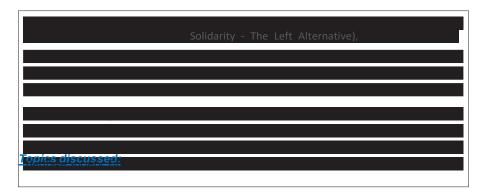
Date: Tues 11th December 2018 Location: Hilton Hotel, Clongriffin

Meeting Number: 1 Chair: David Denny

Corridor: Clongriffin to City Centre Core Bus Corridor.

NTA Participants: Hugh Creegan; John Fleming; Con Kehely.

Attendees (signed in):



- · Bus capacity issues.
- · Interaction with bus network redesign.
- Lower Artane Cottage footpath.
- · Coordination of cycle proposals with Fairview to City Centre Cycle Scheme.
- Traffic modelling of junction changes.
- Level of segregation for cyclists.
- Level of consideration of pedestrians.
- Statutory approval process for scheme.
- Traffic arrangements at Marino potential use of bollards.
- CPO process.
- Consultation process and timeline.
- Park and ride provision.
- · Diesel buses and alternative vehicle types.
- Number of properties impacted by scheme.

Page 1 of 2



Actions (NTA):

- To review width of footpath at Lower Artane Cottages and examine potential of increased widening on opposite site of road.
- To review traffic movements from Fairview into Marino Mart and consider use of bollards to reduce through running.
- To refine the layouts for cycling at junctions along scheme.

All actions for delivery as part of next design stage of project.

Page 2 of 2

3. Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation – 14th November 2018 - 31st May 2019





Template of Letter issued to potentially impacted property owners:

(Name & Address)

NTA Údarás Nělsiúnta lompair National Transport Authority

Dún Scéine, Lána Fhearchair Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane Dublin 2, DO2 WT20

t OT 879 8300

nfo@nationaltransport.ie

Date: 9th November 2018

Ref:

Re: BusConnects to City Centre Core Bus Corridor Project

Dear Property Owner / Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

From the perspective of public transport, congestion is a major problem. On the busiest bus routes, bus lanes are only in place for less than one third of the corridor. This means that for most of the journey, buses are competing for space with general traffic and so are also affected by the increasing levels of congestion.

A key part of the BusConnects programme is the development of "Core Bus Corridors", effectively the delivery of continuous bus lanes, on the key bus routes across the city. Sixteen corridors are included in BusConnects Dublin.

Initial work has been undertaken on these corridors to identify an Emerging Preferred Route for each corridor. The Emerging Preferred Route is the proposal which, subject to a public consultation process, is considered to offer the best solution to improve the bus and cycle network.

The purpose of this letter is to inform you that the proposals contained in the Emerging Preferred Scheme for the to City Centre Core Bus Corridor <u>may</u> impact on part of your property. An extract from a layout map showing an indicative layout of the scheme in the vicinity of your property is attached. The plan shows where the car lanes, bus lanes, cycle lanes and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Tabhair cuairt ar www.Transportforirefand.ie le haghaidh eolais agus seirbhisí iompair phoiblí do chustaiméirí Visit www.Transportforirefand.ie for public transport customer information and services A complete public consultation document, which contains all of the relevant maps for this corridor, will be sent to you next week.

We do wish to reiterate that these are proposals only which are not fixed or finalised. They will be published in full shortly to get public feedback in relation to them. No decisions have been made to proceed with these proposals, and none would be taken until we have concluded the consultation process.

Any decision to proceed with this overall project would be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanala. That planning application would not be made before 2020. If any garden portion or land was ultimately necessary to be acquired from your property, appropriate compensation would have to be paid in addition to the rebuilding of new garden walls, fences, gates and driveways, plus landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653** to arrange a time and date at your earliest convenience.

Yours sincerely,

BusConnects Dublin,

National Transport Authority



3. Emerging Preferred Route Option: First Round of Non-Statutory PublicConsultation – 14th November 2018 – 31st May 2019

3F Website & Digital Resources



Emerging Preferred Route Option: First Round of Non- Statutory Public Consultation (14th November 2018 – 31st May 2019) Website & Published Material:

Emerging preferred route information brochures for each of the 16 core bus corridors in English

Emerging preferred route information brochures for each of the 16 core bus corridors in Irish

Emerging preferred route information brochures for each of the 16 core bus corridors text only/HTML files

Easy read versions of all 16 Core Bus Corridor information brochures

Emerging preferred route information brochures for each of the 16 core bus corridors - audio files

Information on public consultation public information events

How the project will progress pdf

Timeline for the Core Bus Corridors pdf

Bus v car illustration

Online feedback form

Detailed map of 16 Core Bus Corridors with breakdown of dates for phases of public consultation for round 1

Potentially impacted land web forms for queries

Frequently Asked Questions and Answers about the Core Bus Corridor project

Before and after artists impressions of the Core Bus Corridors

Guide to compulsory purchase orders pdf

Statistics on Buses & Annual Bus Passenger Journeys per Core Bus Corridor

Bus interchange examples of Hood Street in Liverpool pdfs

Illustration of a typical residential street under BusConnects

Optimum road layout visual

Community engagement page

Community forum locations and dates

Terms of reference for community forums

Buses, cars, people video

What are the benefits of BusConnects pdf

Interactive map of the 16 core bus corridors

Various news stories in the news section of the website giving updates on the Core Bus Corridors

Community information events schedule

Presentations from Community Forum meetings

Background Documents - BusConnects Dublin Bus Corridor Project June 2018

Tionscadal Conaire Bus BusConnects Bhus Átha Cliath Meitheamh 2018

Technical Reports: Route Selection Reports Concept Design Drawings Technical Notes on Junctions Junction modelling reports Route Options Assessment Reports Options assessment environmental Assessment Reports Environmental Assessment Reports **BRT PC Drawings** CBC Feasibility and Options Assessments Core Bus Corridor Drawings Preliminary Safety Health Plan Route options reports Feasibility reports Bus Corridor Maps General Layouts Desktop Safety Reviews Feasibility and Options Assessment Drawings Land acquisition reports Architectural overviews Alternative Route Maps Road safety audit designers comments Problem identification reports Parking survey report Early indication reports Scheme impact reviews





Social Media Posts:









TRANSFORMING CITY BUS SERVICES



Illustration of typical neighbourhood street







TRANSFORMING CITY BUS SERVICES



Phases Map



Radial Core Bus Corridors **Emerging Preferred Routes** Phases

14th November 2018to 29th March 2019

- Clongri n to City Centre
 Swords to City Centre
 Blanchardstown to City Centre
 Lucan to City Centre

Phase 2: 23rd January 2019to 30th April 2019

- 7. Li ey Valley to City Centre 8. Clondalkin to Drimnagh

- 8. Clondalkin to Drimnagn
 9. Greenhills to City Centre
 10. Tallaght to Terenure
 11.Kimmage to City Centre
 12. Rathfarnham to City Centre

Phase 3: Mid-February 2019to End April 2019

- Ballymun to City Centre
 Finglas to Phibsborough
 Bray to City Centre
 UCD Ballsbridge to City Centre
 Blackrock to Merrion
- 16. Ringsend to City Centre



- 3. Emerging Preferred Route Option: First Round of Non-Statutory PublicConsultation 14th November 2018 31st May 2019
 - 3G Press Release & Media Engagement



Press Release issued 14th November 2018:

PRESS RELEASE

NTA LAUNCHES PUBLIC CONSULTATION ON PHASE

ONE OF THE CORE BUS **CORRIDORS PROJECT**

14th November 2018 - The National Transport Authority (NTA) has today unveiled details of phase one of the BusConnects Core Bus Corridors project with the publication of the Emerging Preferred routes for four of the sixteen previously announced routes.

Routes in phase one of the project include Clongriffin to the city centre; Swords to the city centre; Blanchardstown to the city centre; and Lucan to the city

centre. A public consultation is now underway on the Emerging Preferred Routes on those four corridors.

Announced in June of this year as part of the BusConnects programme to transform Dublin's bus system, the Core Bus Corridors project will see the provision of 230kms of dedicated

bus lanes and 200km of cycle lanes on sixteen of the busiest bus

corridors in Dublin. Currently, on the busiest bus routes, bus lanes are only in place for one third of the corridors. This means that for most of the journey, buses

are competing for space with general traffic and are affected by increasing levels of congestion.

On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the period 2015 to 2017 with millions of passenger journeys taking place on each of these corridors each year. We need to respond to the congestion issue and create journey time savings for All of those property owners both existing and new bus users.

Given the scale and extent of the Core Bus Corridors project, the NTA is undertaking the public consultation on the corridor proposals on a phased basis. The Emerging Preferred Routes for the first group of four corridors are being published today.

Phase two will get underway in mid-January and will run until the end of March featuring the following six corridors:

- Ĥ Liffey valley to City Centre;
- Ĥ Clondalkin to Drimnagh;
- H Greenhills to City Centre;
- Ĥ Tallaght to Terenure;

- **Ĥ** Kimmage to City Centre;
- H Rathfarnham to City Centre.

Phase three will get underway in mid-February and will run until the end of April featuring the final six corridors:

- **Ĥ** Ballymun to City Centre;
- Ĥ Finglas to Phibsborough;
- **Ĥ** Bray to City Centre;
- **Ĥ** Blackrock to Merrion;
- **Ĥ** UCD Ballsbridge to City Centre;
- Ĥ Ringsend to City Centre.

potentially affected by today's phase one announcement have been notified by post and a oneto-meeting is being offered with each of those potentially impacted. Community information sessions will also be held along the four routes in early January 2019, with the consultation period being extended to Friday 15th February 2019 to take into consideration Christmas.

Anne Graham, CEO of the NTA said: "As part of the development of the Transport Strategy for the Greater Dublin Area (GDA), the NTA identified the key sixteen routes where the demand for travel necessitates significant levels of infrastructural investment in order to minimise delays to bus services. The delivery of continuous bus lanes along Dublin's busiest bus corridors became a core pillar of the BusConnnects programme.

Through the National Development Plan 2018-2027, funding is now in place to progress with the project."

"With the city set to grow by 25% by 2040, the level of congestion will increase, and people's quality of life will be eroded unless we take the appropriate actions now. The long-term viability of the city, its environment and all the surrounding communities and counties will suffer. Unless we transform our transport infrastructure, travelling by bus will become slower, less reliable and more frustrating for the increasing numbers wishing to use sustainable transport in and out of the city."

"Moreover, cycling across the city will also become more hazardous for the increasing number of cyclists in the city. People want to cycle, and they also want the cycling option for children to be able to cycle safely in their local areas and communities. Over 200kms of dedicated cycle tracks and lanes will be delivered as part of this project, transforming cycling for everyone and making it a genuine option for people – for work, for leisure, for weekends and to school and college."

"The BusConnects Core Bus Corridors project provides a solution to the challenges of congestion, sustainability and safety. By putting in place modern infrastructure to allow continuous bus priority and segregated cycle lanes, we can meet the future transport needs of the people of Dublin. This project will create journey time savings of up to 40-50% of the current times people have to spend on buses."

"Our announcement today is the first in a three-step process giving details of the Emerging Preferred Route for each corridor. Although the Core Bus Corridors project is ambitious, it is needed now more than ever. Some of the decisions that need to be made may be difficult, but they are being made to enable bus journeys to be fast, reliable, punctual and convenient for passengers in Dublin."

"We are acutely aware that a project such as this will have impacts for people who live on these bus corridors. As such, the 345 property owners who may be potentially affected by the first four corridors have been notified and we are in the process of engaging each of those in oneto-one meetings. The proposals we have put forward are not fixed or finalised. Only when we have engaged with those affected and with the general public will we decide on final preferred routes for each corridor.

"Today marks the beginning of a two-way dialogue with community residents and leaders. During the course of the project we are committed to establishing a Community Forum along each of the sixteen routes that enables us to listen directly to local concerns and to keep them informed and engaged.

"As part of that dialogue we intend to explore how we can create attractive local environments at key urban centres along each corridor. Through careful design we want to enhance those key centres with the provision of attractive landscaping, lighting, seating and other features that are appropriate for the areas. To achieve this, we will engage extensively with the relevant local authority and with local communities.

"The public consultation is an opportunity for the people of Dublin to have their say on each of the Core Bus Corridors proposed. We want to hear from them and whether the proposed route layout will work for them and, if not, what changes would they choose to make. Because it is important for people to realise that something needs to be done and not doing anything is not an option when it is expected that the 1.2million population in the Greater Dublin Area will grow to 1.5million by 2040."

For further information on the four Emerging Preferred Routes announced today and details on the public consultation process, visit: https://busconnects.ie/initiatives/core-bus-corridor-project/.

ENDS

BusConnects Core Bus Corridor Phase 1 Fact Sheet:



TRANSFORMING CITY BUS SERVICES

BusConnects Core Bus Corridor Project Public Consultation Key Facts

Background

- Population in the Dublin region is due to grow by 25% by 2040, bringing it to almost 1.55m.
- Bus is the proven solution and main form of public transport across Dublin with 67% of public transport journeys each day made by bus.
- Cars only account for 30% of travel into the city centre each day.
- Bus carries x3 and x4 the number of people who travel on Luas or Dart and commuter rail.
- Commuting to work by bicycle has increased by 43% since 2011.

Core Bus Corridors Project

- 230kms of continuous bus priority and 200kms of cycle tracks along 16 of the busiest corridors in Dublin.
- Delivery of journey time savings of up to 40-50% on each corridor.
- On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the years 2015 to 2017.
- Yet bus lanes account for only in place for one-third of corridors.

Phase One Facts

Route	No. of Properties Impacted	No. of on parking space being removed r	No. of roadside trees being emoved	Route length	Cycle (lane length	Current bus journey time	BusConnects journey time	Future bus journey time without BusConnects
Clongriffin	120	31	100	10km	6km	Up to 65 mins	30-35 mins	85+ mins
Swords	110	101	170	12km	12km	Up to 71 mins	40 mins	80+ mins
Phase Two & Ph	ase Three	87	200	8km	8km	Up to 65 mins	25-30 mins	80+ mins
Lucan	15	13	44	10km	5km	Up to 50 mins	30-35 mins	60+ mins

Phase Two Public Consultation Dates: Mid January to End March 2019	Phase Three Public Consultation Dates: Mid February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimnagh	Finglas to Phibsborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

BusConnects Core Bus Corridor Phase 1 Fact Sheet:

Buses & Annual Bus Passenger Journeys per Corridor

Corridor	Dublin Bus Routes	Annual Patronage 2017*	% Growth from 2014 2017	
Blanchardstown	37,38,38a,38b,39,39a,39n,39x,70,70n,270	Approx.11m	15%	
Lucan	25,25a,25b,25d,25n,25x,26,66,66a,66b,66n,66x,67,67 n,67x	Approx.8.5m	14%	
Clongriffin	14,15,27,27a,27b,27x,29a,29n,31,31a,31b,31n,32,32x, 42,42n,43,130	Approx.22m	16%	
*Dublih Bus passengers 6 AR, 30th and bus services also be rate on these conditors. 19m 11%				
Total Possible Costs:		Approx. 61.2m	14%	

Phase One Corridor	Estimated Cost	Phase One Corridor	Estimated Cost
Clongriffin to City Centre	CIOOM to CIOOM	Blanchardstown to City Centre	€120m to €170m
Mitigation Efforts Swords to City Centre	€100m to €150m	Lucan to City Centre	€80m to €120m

- Where lands are being acquired, the NTA will ensure new landscaping and replanting of
 gardens, reinstatement of driveways and as well as providing compensation for the garden
 and driveway portion loss and disruption.
- Where private and public walls or fencing or removed, we will rebuild and replace.
- Where there is a loss of on-street parking and loading facilities, we will seek to provide, where feasible, alternative arrangements close by.
- Where trees are removed we will put in place a comprehensive replanting programme replacing more trees that we move. The programme will largely use mature or semi-mature ready-grown trees, and where it is feasible, plant them as close as possible to the original locations.
- We intend to create attractive local environments at key urban centres along the routes, with the provision of attractive landscaping, lighting, seating and other features.

Process of Engagement

- The NTA believes a step-by-step process of engagement is the best approach to take in delivering the Core Bus Corridors project.
- All property owners potentially affected by today's announcement have been notified by post and a one-to-one meeting is being offered with each of those impacted.
- Today marks the beginning of a dialogue with those potentially impacted which will continue into 2019 and throughout the project.
- Planning approval from An Bord Pleanála will be required for this project and for the
 acquisition of garden portions. That planning application will only be made in 2020.

CONT.

BusConnects Core Bus Corridor Phase 1 Fact Sheet:

- The NTA will also establish 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.
- A series of public consultation meetings will be held in venues along the four corridors details of which can be found on the BusConnects website.
- Written submissions and observations on the four corridors announced today may be made:
 - o Online at: www.busconnects.ie;
 - Via post to: Core Bus Corridor Project, NTA, Dun Sceine, Harcourt Lane, Dublin 2, D02 WT20;
 - o By email to: cbc@busconnects.ie.

Key Facts & Benefits – Clongriffin to City Centre Core Bus Corridor:



TRANSFORMING CITY BUS SERVICES

Core Bus Corridor Fact Sheet for Clongriffin to City Centre

Clongriffin > City Centre Index Map Bellow B

Key Facts:

- Approximate number of properties that may be impacted: 120
- Approximate number of on-street parking spaces that may be removed: 31
- 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 +

Benefits of this project:

- Journey time savings the core bus corridor project will deliver journey time savings of up to 40-50% on each corridor;
- · Accessibility for all;
- Better cycling facilities;
- Along each route improvements and enhancements will be made to pedestrian and local urban centres;
- · Building a sustainable city and addressing climate change.

How to make a submission:

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. Users can access the site to find out more about the project and download copies of the key studies that have been carried out.

General queries can be directed to a dedicated freephone – 1800 303 653 or by email to cbc@busconnects.ie.

We are inviting submissions in relation to the proposals set out within the public consultation document. Please note that the public consultation for the first four corridors has commenced and will end on 15th February 2019.

Written submissions and observations may be made by:

Online:

Through the online form in the "Public Consultation" section of the core bus corridor page on our website: www.busconnects.ie

Or by email to: cbc@busconnects.ie

Or by post to:

Core Bus Corridor Project National Transport Authority Dún Scéine Harcourt Lane Dublin 2 D02 WT20



National Transport Authority Dún Scéine Harcourt Lane Dublin 2 D02 WT20

www.busconnects.ie Email: cbc@busconnects.ie

Press Briefing Presentation



BUS CONNECTS What's the big picture? Greater Dublin Area Transport Strategy ▶ BusConnects Dublin - is part of a major public transport 10-year investment programme. Dart Expansion Programme - which will see the implementation of high-frequency Dart services on the Northern Line, the Kildare Line, and the Maynooth Line. MetroLink – between Swords and Sandyford, serving the airport and the city centre.

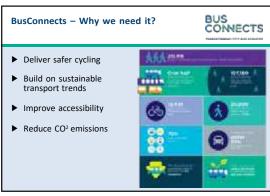
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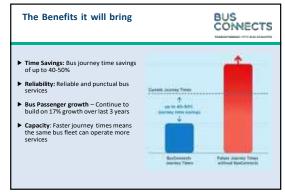
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BUS CONVECTS BusConnects - Why we need it? Address congestion Enable population growth Allow economic growth Support housing

3



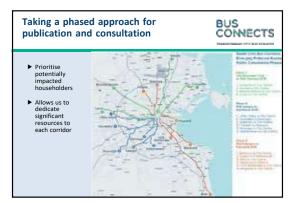


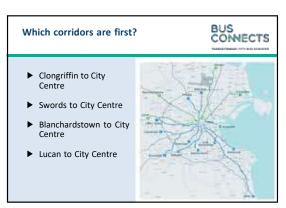




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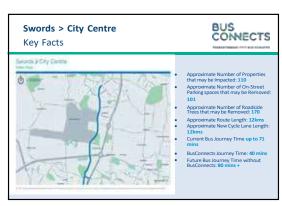
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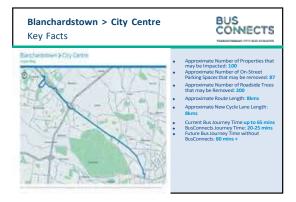
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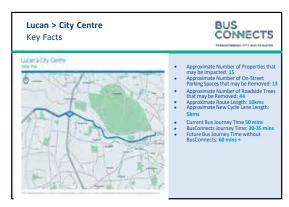


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The first round of Non – Statutory Public Consultation was run over 3 phases from November 2018 to April 2019. We used press and digital.

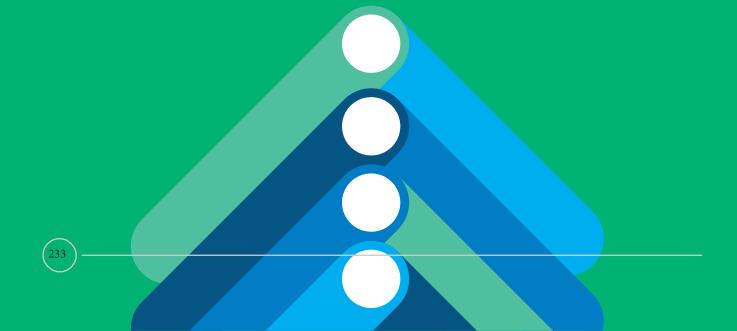
National print titles were used to gain a broad reach. Regional print titles were used to support this and covered Dublin city and the Greater Dublin Area, including Wicklow.

For Digital, we included Social, Display and Near Targeting. NEAR activity allows us to target users on mobile devices within specific geo-fenced areas. For Near we targeted busy commuter routes, all major hospitals, shopping centres and universities/colleges in Dublin city.

Press	x44 press ads across 13 newspapers for Public consultation launch, Community Forum advertising and Public Information events advertising.	Advertising dates from 15th November 2018 through to 28th March 2019	 The Irish Times Irish Independent Herald Dublin Gazette (City, North, West & South) Dublin People Echo (Tallaght, Clondalkin) Wicklow Times (North & South) Fingal Independent
Social/ Digital		Advertising dates from 15th November 2018 through to 28th March 2019	The Journal, Twitter, Instagram, Facebook

3. Emerging Preferred Route Option: First Round of Non-Statutory PublicConsultation – 14th November 2018 – 31st May 2019





Press Advertisement:

CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

TOWNSHOOMING CITY BUS SECURES.

Clár inflicitochta suntasso is ca Bus Connects d'fhonn iompar poibli i mBaile Atha Cliath a Bus Connects is a major investment programme to improve public transport in Dublin. It aimsfheabhsú. Tá sé mar aidhm aige an córas busanna reatha a leasá ó bhonn tri chlár comhtháite to overhaul the current bus system through a 10 year integrated programme of integrated 10 mbliana de ghniomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos actions to deliver a more efficient, reliable and better bus system for more people. Geachtaí, nios intacha 230 ciliméadar de bhuslána atum aige ans níos fearr a chur ar fáil do níos mó daoine.

The core bus corridors in Dublin. The National Transport Authority isagus 200 ciliméadar de raonta rothaíochta a chur ar 16 cinn de na conairí bus lámacha 230 ciliméadar de bhuslánaitíonnaithe cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority isagus 200 ciliméadar de raonta rothaíochta a chur ar 16 cinn de na conairí bus is gnóthaí i now commencing a public consultation in relation to these proposals.

Baile Atha Cliath, Tá an tUdarás Náisiúnta Iompair ag cur tús anois le comhairliúchán poibli

This public consultation for sixtene nore bus corridors will take place over a phased basis starting from 14th November 2018 and will run until May 2019.

Bar tosú an 14 Samhain 2018 agus ag leanúint

ag tosú an 14 Samhain 2018 agus ag leanúint Is ar bhonn céimnithe a tharlóidh an comhairliúchán poiblí do sé chonaire bus lárnach déag, The public consultation for the first four corridors has now commenced and will end Friday ar aghaidh go dtí Bealtaine 2019. 15th February 2019. We are now seeking submissions and observations for the following:

Thosaigh an comhairliúchán poiblí don chéad cheithre chonaire cheana féin agus críochnóidh sé Dé hAoine, an 15 Feabhra 2019. Táimid ag lorg moltaí agus tuairimí faoi láthair maidir leis na conairí seo a leanas:

Cluain Ghrífín go Lár na Cathrach Sord go Lár na Cathrach

Cluain Ghrifin go Baile Bhlainséir Leamhcán go Lár na Cathrach

Clogriffin to City Centre

Swords to City Centre

Details of the proposals for these four corridors are available for download on the website ways by sconnects in or real Feorgrap 1800 303, 653 ets.ie or call Freefone 1800 303 653.

www.dusconnects.ie of can recently food 303 503.

Is feidir mionsonrai faoi na ceithre chonairea foslódáil ar an suíomh www.busconnects.ie nó

Community Forum - The NTA will establish a Community Forum for each corridor where

18 retort monsoma new metals and the state of the state o

Foilseofar sonraí an dhá chonaire déag eile le haghaidh athbhreithniú an phobail go luath in 2019. Seo thíos liosta de na comairí agus de na céimeanna molta comhairliúcháin phoiblí.

Dátaí Comhairliúcháin Phoiblí: Lár mhí Eanáir go deireadh mhí na Márta 2019	Dátaí Comhairliúcháin Phoiblí: Lár mhí na Feabhra go deireadh mhí Aibreáin 2019	
Gleann na Life go Lár na Cathrach	Baile Munna go Lár na Cathrach	
Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib	
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach	
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin	
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach	
Ráth Grannóin a a leás na Girlhrigh aidir leis na ceithre chomht Rign an Látann Cathrach		

Trídanbhfoirmarlínesachuid"ComhairliúchánPoiblí"deleathanachnagConairíBusLárnachaaran By post to:

ırıd an opost chuig: Tionscadal na gConairi Bus Lárnacha An tÜdarás Náisiúnta Iompair Dun Sceine Lána Fhearchair Baile Atha Cliath 2D02 WT20 Tríd an bpost chuig:

Ar an r-phost chuig

	Public Consultation Dates:	
Mid – January to End March 2019	Mid – February to End April 2019	
Liffey Valley to City Centre	Ballymun to City Centre	
Clondalkin to Drimnagh	Finglas to Phibsborough	
Greenhills to City Centre	Bray to City Centre	
Tallaght to Terenure	Blackrock to Merrion	
Kimmage to City Centre	UCD Ballsbridge to City Centre	
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Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By email to:

Core Bus Corridor Project National Transport Authority Dun Harcourt Lane Dublin 2 D02 WT20







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Community Forum Press Advertisement:

BUS



TRANSFORMING CITY BUS SERVICES

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors
Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such,
we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to cbc@busconnects.le before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019. Written submissions and observations on the **four corridors** may be made:

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By email to: cbc@busconnects.ie

Core Bus Corridor Project National Transport Authority Dun Sceine Harcourt Lane Dublin 2

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie



Press Advertisement published in the Irish Independent - 15 November 2018:



PR firm distances itself from Casey over video tweet

Kevin Doyle GROUP POLITICAL EDITOR

THE public relations firm which advised Peter Casey's presidential campaign has moved to distance itself from the businessman.

Bannerton PR issued a state-ment yesterday evening say-ing it no longer represents

Mr Casey, who came second to Michael D Higgins in last

to Michael D Higgms in last month's election. It comes after a cartoon video was uploaded to the millionaire's Twitter account which mocked his recent appearance on RTÉ's 'The Late Late Show'.

The clip was criticised online for the way it portrays Travel-



Peter Casey ran for president

lers. In a statement, Bannerton PR said its social media account had "mistakenly retweeted" the video.

retweeted" the video.

"This content did not originate in the company, is not in
any way supported by the company and should not be linked
to any Bannerton employee
or client in any way," the company said.

It noted that Mr Casev's

It noted that Mr Casey's social media platforms were now"managed in the US".

"As of the conclusion of the presidential campaign, Bannerton is not managing Mr Casey's public relations and, as a result, cannot comment on his behalf.
"Bannerton apologises wholeheartedly to any clients,

associates or individuals who were upset by this video and its inadvertent circulation," the statement concluded.

Mr Casey, who amassed more than 340,000 votes in the election, subsequently deleted

the video.

He said its content was
"not supported by myself or
Bannerton".

BUS CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clár infheistíochta suntasach is ea BusConnects d'fhonn iompar poiblí i mBaile Átha Cliath a fheabhsú. Tá sé mar aidhm aige an córas busanna reatha a leasú ó bhonn trí chfar comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhim d'fhonn córas busanna níos éifeachtaí, níos iontaofa agus níos fearr a chur ar fáil do níos mó

Tá sé mar aidhm ag tionscadal na gconairí bus lárnacha 230 ciliméadar de bhuslánaí tiomnaithe agus 200 ciliméadar de raonta rothaíochta a chur ar 16 cinn de na conairí bus is gnóthaí i mBaile Átha Cliath. Tá an tUdarás Náisiúnta iompair ag cur tús anois le comhairliúchán poblif maidir leis na moltai seo

Is ar **bhonn céimnithe** a tharlóidh an comhairliúchán poiblí do sé chonaire bus lárnach déag, ag tosú an 14 Samhain 2018 agus ag leanúint ar aghaidh go dtí Bealtaine 2019.

Thosaigh an comhairliúchán poiblí don **chéad cheithre chonaire** cheana féin agus críochnóidh sé Dé hAoine, an 15 Feabhra 2019. Táimid ag lorg moltaí agus tuairimí faoi láthair maidir leis na conain seo a leanas:

- Sord go Lár na Cathrach
- 🜖 Cluain Ghrifín go Lár na Cathrach 🏽 🕙 Cluain Ghrifín go Baile Bhlainséir
 - Leamhcán go Lár na Cathrach

- •Fóram Pobail Cruthóidh an tÚdarás Náisiúnta lompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Áitritheoirí, Grúpaí Pobail, lonadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann. larrtar ort ríomhphost a sheoladh chuig chcæbusconnects.ie má theastaíonn uait a bheith páirteach ann.
- Ócáidí Eolais Comhairliúcháin Phoiblí Reáchtálfar sraith cruinnithe Comhairliúcháin Phoiblí in ionaid i gceantair na gconairí seo.Is féidir teacht ar shonraí maidir leo seo ar an suíomh agus sna nuachtáin áitiúla sna seachtainí atá le teacht freisin.

Foilseofar sonraí an dhá chonaire déag eile le haghaidh athbhreithniú an phobail go luath in 2019. Seo thíos liosta de na conairí agus de na céimeanna molta comhairliúcháin phoiblí.

Dátaí Comhairliúcháin Phoiblí: Lár mhí Eanáir go deireadh mhí na Márta 2019	Dátaí Comhairliúcháin Phoiblí: Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
Gleann na Life go Lár na Cathrach	Baile Munna go Lár na Cathrach
Cluain Dolcáin go Droimeanach	Fionnahlas do Baile Philo
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tir an Iúir	Art Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na
	Cathrach
Ráth Fearnáin go Lár na Cathrach	lAn Rinn go Lár na Cathrach

Is féidir moltaí agus tuairimí maidir leis na ceithre chonaire a dhéanamh:

Trid an bhfoirm ar líne sa chuid "Comhairliúchán Poibli" de leathanach na gConairí Bus Lárnacha ar an suíomh **www.busconnects.ie**

Transcadal na gConairí Bus Lárnacha choighbusconnects, ie An tÚdarás Náisiúnta Iompair Lána Fhearchair Baile Átha Cliath 2

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority is now commencing a public consultation in relation to these proposals.

This public consultation for sixteen core bus corridors will take place over a **phased basis** starting from 14th November 2018 and will run until May 2019.

The public consultation for the first **four corridors** has now commenced and will end Priday 15th February 2019. We are now seeking submissions and observations for the following:

Clongriffin to City Centre

Blanchardstown to City Centre

Swords to City Centre Lucan to City Centre

Details of the proposals for these four corridors are available for download on the website www.busconnects.ie or call Freefone

- Sord go Lár na Cathrach

 Se Leamhcair go Lea
 - Public Consultation Information events A series of Public Consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks.

Details of the other twelve corridors will be published for public review in early 2019. Below is a list of the corridors and the proposed public consultation phasing.

Public Consultation Dates: Mid - January to End March 2019	Public Consultation Dates: Mid - February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimsach	Fingles to Philosborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmatie to City Centre	IUCD Bailsbridge to City Centre
Dathfaroham to City Contro	Dinascand to City Contro

Written submissions and observations on the four corridors may be

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By post to: Core Bus Corridor Project cbc@busconnects.ie National Authority Dun Speine Hardourt Lane Dublin 2 DO2 WT20

By email to:





Press Advertisement published in the Irish Times – 16 November 2018:

THE IRISH TIMES Friday, November 16,2018 **HomeNews** 9

Children denied access to full school days

Use of reduced timetables a 'breach' of children's rights, say organisations

Barnardos says impact of exclusion from a classroom on achild can be very damaging

AUTY MOLIANO
Social Main-Correspondent
is usually a steptowards permacultures aroung of them disaststrength of the steptowards permater cultures aroung of them disaststrength of the steptowards permaplaced or nethreced tunnelables and although there is surposed as issues, accordingly autor Timskey, head of advocacy with listmeaning and the steptoward of the steptowards of the step of th



'Its been heartbreaking. At this stage I'd like him to get a fresh start'

Case study

days for incidents including having had a "tumultuous Trish Reilly Nolan with her leaves to the Nolan (9), whostends \(\) the Melly \(\) the Melly \(\) that is report \(\) the Melly \(\) the Melly \(\) that is report \(\) the mall \(\) the Melly \(\) that is report \(\) the Melly \(\) that is r

Shooting in Kildare under investigation

Dead man was in his 40s and had just returned home from Ireland football match

Fast-food ban on outlets near schools urged

ELANE EDWARDS If further recommends the Government should estate within a certain distance of socio-economic inequalities in schools and amended regular-childhood doestiy" and that it tions on the advertising of un-also provide the necessary commendations in a recent searchinorder to better identification of the control of the control

tions on the advertising of un-also provide the necessary bealthy floods are among rec. Inding for beatiy-velted resulting for the analysis of the properties of the propertie

CONNECTS

Bus Connects of Thom iompar poild i mBaile Atha Cliath a fleabhasi. Tá sé mar saidhn aig ea críos hossanta reatha a least ó bhonn trí chlár comhtháise.

Bus Connects is a major investment programme to improve public transport in Dublin. It aims to overhaul the current bus system through a 10 year integrated programme to improve public transport in Dublin. It aims to overhaul the current bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated programme to improve public transport in Dublin. It aims to overhaud the current bus system through a 10 year integrated programme to improve public transport in Dublin. It aims to overhaud the current bus system through a 10 year integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated actions to deliver a more efficient, reliable and better bus system through a 10 year integrated actions to deliver a more efficient, reliable and better to bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better to bus system through a 10 year integrated programme of integrated actions to deliver a more efficient, reliable and better to bus system through a 10 year integrated programme of integrated actions to deliver a more efficient versus through a 10 year integrated actions to deliver a more efficient versus through a 10 year integrated actions to deliver a more efficient versus through a 10 year integrated actions to

Thosaigh an combair liúchin pobli don chéad cheithre chonaire cheana féin agus críochnóidh sé Dé hAoine, an 15 Feabhra 2019. Táimid ag lorg moltaí agus tuairinní faoi láthair maidir leis naconairi seo a leanas:

Cluain Ghrifin go Baile Bhlainséir

Leamhcán go Lár na Cathrach

Ocidid Eolais Combartifichain Phoibli - Reichtläffar sraith cruinnithe Combartifichain Phoibli in ionaid i gecuntair na geomaint seo. Is feldir teacht ar shonnai maidir leo seo ar an suíomh agus sna nuachtáin áitiúla sna seachtaintí ath le teacht freisin.

Death soft the cort de corridors will be published for public review in early 2019. Below isa list of the corridors and the prospect quiblic consistation phasing.

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Dátaí Comhairliúcháin Phoiblí:	Dátaí Comhairliúcháin Phoibli:
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Cluain Dolcáin go Droimeanach	Fionnghlas go Baile Phib
Na Glaschnoic go Lár na Cathrach	Bré go Lár na Cathrach
Tamhlacht go Tír an Iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathrach

Is féidir moltaí agus tuairimí maidir leis na ceithre chonaire a dhéanamh:

nbhfoirmarlínesachuid"Comhairliúchán Poiblí" deleathanachnagConairí Bus Lárnachaaran suíomh .busconnects.ie

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

Details of the proposals for these four corridors are available for download on the website www.busconnects.ie or call Freefone 1800 303 653.

Is féidir miorsonni faoi na ceithre chonairea ioslódáil ar an suíomh www.busconnects.ic néglaoch a chur ar an uimhir shaorphlao 1800 303 653.

Community Forum - The NTA will establish 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. Please email beiteilmaneolasmunithricsamproiseasconnhatificialimphobiliaguspitrughlacadham. Internat orticomplopatische soluble culture designation and engaged during the public consultation process. Please email beightsocnates consultation process. Please email beightsocnates collected and engaged during the public consultation process. Please email beightsocnates collected and engaged during the public consultation process. Please email beightsocnates collected and engaged during the public consultation process. Please email beightsocnates collected and engaged during the public consultation process. Please email beightsocnates collected from the public consultation process. Please email beightsocnates collected from the process process and engaged during the public consultation process. Please email beightsocnates collected from the process process process and engaged during the public consultation process. Please email beightsocnates collected from the process proces

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Clondalkin to Drimnagh	Finglas to Phibsborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

Written submissions and observations on the four corridors may be made:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie





Press Advertisement published in the Irish Independent – 16 November 2018:

Friday, November 16, 2018 IRISH INDEPENDENT



SHOWBUSINESS

Star is 'blown away' by future industry diamonds

THE teenage star of RTÉ's hit drama 'Taken Down' led the congratulations to the Blue Diamond Drama students at their





of 'The Drummer And The Keeper' - in presenting the certificates to students on

CEO of Blue Diamond Drama, Kate Sheridan, called for more flexibility and creativity in education so that all students can be included.

can be included.
Tony Walsh, founder of Blue Diamond
Drama Academy, said: "I had a dream, as
someone once said, and here we are today
in this theatre, this is a special day."
The Gaiety theatre kindly offered to host
the event, MD Caroline Downey was also

BUS CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clér infheistiochta suntasach is ea BusConnects d'fhonn iompar poiblí i mBaile Átha Cliath a fheabhsú. Tá sé mar aidhm aige an córas busanna reatha a leasú ó bhonn trí chlár comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas busanna níos éifeachtaí, níos iontaofa agus níos fearr a chur ar fáil do níos mó daoine.

Tá sé mar aidhm ag tionscadal na gconairí bus lárnacha 230 ciliméadar de bhuslánaí tíomnaithe agus 200 ciliméadar de raonta rothaíochta a chur ar 16 cinn de na conairí bus is gnóthaí i mBaile Atha Cliath. Tá an tÚdarás Náisiúnta Iompair ag cur tús anois le comhairliúchán poiblí maidir leis na moltaí seo

Is ar bhonn céimnithe a tharlóidh an chonaire bus lárnach déag, ag tosú an 14 Samhain 2018 agus ag leanúint ar aghaidh go dtí Bealtaine 2019.

Thosaigh an comhairliúchán poiblí don **chéad cheithre chonaire** che féin agus críochnóidh sé Dé hAoine, an 15 Feabhra 2019. Táimid ag moltaí agus tuairimí faoi láthair maidir leis na conairí seo a leanas:

- 🚳 Cluain Ghrifín go Lár na Cathrach 🌖 Cluain Ghrifín go Baile Bhlainséir
- Sord go Lár na Cathrach
- Leamhcán go Lár na Cathrach

s féidir mionsonraí faoi na ceithre chonairea ioslódáil ar an suíomh www.busconnects.le nó glaoch a chur ar an uimhir shaorghlao 1800-303-653.

- Fóram Pobail Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobail do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grúpaí Pobail, ionadaithe Pobail nó Grúpaí Leasmhara a bheith ar an eolas maidir leis an bpróiseas comhairliúcháin phoiblí agus páirt a ghlacadh ann, Iarrtar ort ríomhphost a sheoladh chuig cbc@busconnects.le má theastaíonn uait a bheith páirteach ann.
- Ócáidí Eolais Comhairliúcháin Phoiblí Reáchtálfar sraith cruinnithe Comhairliúcháin Phoiblí in ionaid i gceantair na gconairí seo.Is féidir teacht ar shonraí maidir leo seo ar an suíomh agus sna nuachtáin áitiúla sna seachtainí atá le teacht freisin.

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Dátaí Comhairliúcháin Phoiblí: Lár mhí Eanáir go deireadh mhí na Márta 2019	Dátaí Comhairliúcháin Phoiblí: Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
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Cluain Dolcáin go Droimeanach	Fionnohlas do Baite Phib
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Tamhlacht go Tir an iúir	An Charraig Dhubh go Muirfin
Camaigh go Lár na Cathrach	UCD Droichead na Dothra go Lár na
	Cathrach
Ráth Fearnáin go Lár na Cathrach	lAn Rinn go Lér na Cathrach

Is féidir moltaí agus tuairimí maidir leis na ceithre chonaire a dhéanamh:

Tríd an bhfoirm ar líne sa chuid "Comhairliúchán Poiblí" de leathanach na gConairí Bus Lárnacha ar an suíomh **www.busconnects.ie**

Trid an boost chuig:

D02 WT20

Tionscadal na gConainí Bus Lárnacha cbc@busconnects.ie An tÚdarás Náisiúnta Iompair Dun Sceine Làna Fhearchair Baile Átha Cliath 2

Ar an r-phost chuig:

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

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This public consultation for sixteen core bus corridors will take place over a **phased basis** starting from 14th November 2018 and will run until May 2019.

The public consultation for the first **four corridors** has now commenced and will end Friday 15th February 2019. We are now seeking submissions and observations for the following:

- Clongriffin to City Centre

Blanchardstown to City Centre

Swords to City Centre

Lucan to City Centre

Details of the proposals for these **four corridors** are available for download on the website **www.busconnects.le** or call Freefone 1800 303 653.

- · Community Forum The NTA will establish 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. Please email cbc@busconnects.leto.get.involved.
- Public Consultation Information events A series of Public Consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the

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Public Consultation Dates: Mid - January to End March 2019	Public Consultation Dates: Mid - February to End April 2019
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Tallaght to Terenure	Blackrook to Merrion
Kimmage to City Centre	IUCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

Written submissions and observations on the four corridors may be

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie

By email to: by post to:

Core Bus Corridor Project
National Transport
Authority
Dun Sceine
Harsourt Larie
Dublin 2 By post to: Dublin 2 DO2 WT20





Press Advertisement published in the Northside People East – 21 November 2018:

NORTHSIDE PEOPLE EAST 213138



Caring for people with dementia at Christmas time

CHRISTMAS can be a wonderful time for family and friends. At the best of

times it can also be overwhelming. Wh overwhelming. When caring for a loved one with dementia, it can easily feel all too much. However, with some planning and some adjustments, this holiday can be enjoyable for

of freland's factsheet for families caring at Christmas provides lots of ideas to help. Top tips include: •Have realistic

expectations, things may need to be different but still enjoyable for everyone. •Talk to the person

with dementia about what they think about

ould like to be involved. Consider their past attitude to Christmas.

*Think about what you feel is possible and what you would like to do this

«Talk to family and friends in advance about what you both feel is needed to make the day work for everyone. •A series of small events preparations, for

may work better than one •Try to stagger visitors

of the house is going to be husy, identify a quiet space that the person

with dementia can retreat

to if they are feeling tired or overwhelmed. +On Christmas day involve the person with dementia in the



The Alzheimer Society of Ireland has issued tips for carers for the Christmas period

ample setting the table, preparing vegetables or a feative activity such as singing carols.
•Build in time to do

make you smile.

•Congratulate yourself, focus on what is going

To get your free copy of the factsheet 'Caring at Christma', call 1800 341 341 or visit www

BUS CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clar atheistiochta suntasach is ea BusConnects d'honn iompar poibli i mBaile Atha BusConnects is a major investment programme to improve public transport in Dublin Cliatri a fheabhsu. Tá sé mar aidhm aige an córas busanna reatha a leasú o bhonn tri. It aims to overhaul the current bus system through a 10 year integrated programme oi chiar comhhálate 10 milliona de giviniomnaíochtaí comhhálate a chuir i bhfeiditim d'fhonn, integrated actions to deliver a more efficient, reliable and better bus system for more coras busanna níos élfeachtaí, níos iontadh agus níos fearr a chur ar fail do níos mó people.

Tá sé mar aidten ag tionscadal na gconairí bus lámacha 230 cilimeadar de bhuslánaí tiormáithe agus 200 cilimeadar de raonta rothaíochta a chur ar 16 cinn de na conairí bas is godhaí i mBaile Atha Cliath. Tá an tÚdarás Náisiúnta iompair ag cur tús anois fe comhairliúchán poiblí maidir leis na moltaí sea.

is ar **bhonn cáimnithe** a tharfoldh an comhairtiúchán poiblí do sé chonaire bus lárnac déag, ag tosú an 14 Samhain 2018 agus ag feamúint ar aghaidh go dtí Bealtaine 2019.

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O Cluain Ghrifin go Lár na Cathrach Cluain Ghrifin go Baile Bhlainséir

Sord go Lár na Cathrach

Leamhcán go Lár na Cathrach

is féidir mionsonraí faoi na ceithre chonairea iosíódáil ar an suíomh www.busconnects. le nó glaoch a chur ar an uimhir shaorghlao 1800 303 653.

- + Fóram Pobail Crutháidh an túdarás Náisiúnta iompair Fóram Pobail do gach conaine le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grúpaí Pobail, Ionadaithe Pobail nó Grúpaí Leasmhiría a bheith ar an eolas maidir leis an bpróiseas comhairliúirtáin phobbil agus páirt a ghlacadh ann leintar art ríomhphost a sheoladh chuig chciúbusconnects.le má theastaíonn uait a bheith páirteach ann.
- Ccáidí Eolais Comhairfiúchain Phoiblí Reachtáifar sraith cruitinithe Comhairfiúcháin Phoiblif in ionáid i gcomhair na gconairí seois féidir teacht ar shannar realidir leo seo ar air suidimh eolain agus ann muachtáin áitiúla sna seachtainí atá he traacht freian

Foilseofar sonraí an dhá chonúire déag súe le haghaidh athbhreithniú an phobail gc luath in 2019. Seo thíos liosta de na conairí agus de na cirimeanna molta comhairliúcháir

Dátaí Comhairliúcháin Phoiblí: Lár mhí Eanáir go deireadh mhí na Márta 2019	Dátaí Comhairtiúcháin Phoiblí: Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
Gleann na Life go Lár na Cathrach	Balle Murria go Lár na Cathroch
Cluain Dolclin go Droimeanach	Fionnights ao Balle Philo
Na Claschnoic go Lár na Cathrach	Bré go Lir na Cethrach
Tiershlacht go Tir an túir	An Chamin Dhuth go Murfin
Camaigh go Lár na Cathraidh	UCD Droichead na Dothra go Lár a Cathrach
Rath Fearnain go Lár na Cathrach	An Rinn po Lar na Cathrach

is friidir maltal agus tuairimí maidir leis na ceithre chonaire a dhéanamh:

Trid an bhfoirm ar line sa chuid "Comhairliúchán Puiblí" de leathanach na gConairí Bus Lárnicha ar an suíomh www.busconbects.le

Trid an boost chulo:

Ar an r-phost chuige sairi Bus Larnacha cocabusconnects.le

This public consultation for sixteen core bus corridors will take place over a phased basis starting from 14th November 2019 and will run until May 2019.

The public consultation for the first **four corridors** has now commenced and will end friday 15th February 2019. We are now seeking submissions and observations for the following:

Clongriffin to City Centre

Swords to City Centre

Lucan to City Centre

Blanchardstown to City Centre

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- Community Forum The NTA will establish a Community Forum for each comidor where
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 Groups, Public Representatives and Interested Groups to get informed and engaged
 during the public consultation pricess. Please email cocig bucconnects intoget involved.
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Public Consultation Dates: Mid = January to End March 2019	Public Consultation Dates: Mid - February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clondalkin to Drimnagh	Fingles to Philosperough
Greenhills to City Centre	Bray to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kirnmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.ie.

By post to:

Gore Bus Carridor Project National Transport Authority Dun Sceine Harcourt Lane Dublin 2 DO2 WT20

By email to: cbc@busconnects.le





Press Advertisement published in the Northside People West – 21 November 2018:

NORTHSIDE PEOPLE WEST

PHOTO EXHIBITION: St Brigid's Photography Group is holding their annual exhibition in Blanchardstown Centre until

December 3.

The images from home and abroad capture the light of family life, nature, sun, moon and stars flora, fauna and objects including the abstract of course. Anybody interested in joining St Brigid's interested in Joining St. Errigia.

Photography Group can contact
the group by visiting www.
sabrigidaphotogroup.ie, emailing
sainthrigidaphotogroup.ige, emailing
sainthrigidaphotogroup.igenuil.
com or joining the Facebook page
at www.facebook.com/St-Brigidalibers. Group in the Control of Photo-Group.

CONCERT: The Garda Survivors concert at 8pm in Westmanstown Sports and Conference Centre, Clonsilla, Dublin 15, on November

The GSSA is dedicated to helping and supporting families to rebuild their lives after experience the trauma of a love one's death during

service. The concert features Fiona Murphy, Soprano, in concert with The Band of An Garda Siochana. Music Director is Inspector Pat Kenny and the Compere is Ray Kennedy (RTE). Tickets costing C25 available from Margaret Dixon on 086-8454949. Breda Hand 083-8248730 or Michael & Eileen Griffin on 086-8704365.

DRIVERS NEEDED: KARE Social Services are looking for volunteer meals on wheels drivers in Dublin 15 and Dublin 7.

Volunteers are asked to give up approximately an hour just one day

This is a vital service in the community to provide hot nutritious meals to the elderly and vulnerable in their own home. Contact KARE Social Services on 01-8058574.

SIXTHS NIGHT: A might OF 50% Education Ireland Sharing) Madagascar is taking place on Friday, November 30 from 9pm till late in the Workingmen's Club. 33-36 Little Strand Street, Dublin 7 (facing Nealon's Pub). Acts include Don Bernard, Roisin Gaffney, Johnny Graham, Christy Kearns, the OEMC Folk Group, Dave O'Mara, Ray Salter, Harry Shiels, Martin d and Tony Quinn.

Tickets cost CIO each and there's free sandwiches on the night, 1960s fancy dress optional. For tickets and information contact Bernard Neary on 085-7132116 or Martin Sneyd on 086-159H88

PUBLIC SPEAKING: Dublin 15 Toastmasters next meeting is on Wednesday November 21 at 7.45pm in St Mochta's Parish Parochial Centre, Potterstown, Dublin 15. All adults are welcome to attend and

will be made very welcome. There will be jokes, poetry and topics so come along and enjoy the

There is no admission for one or two meetings so that those interested can see how they can benefit, Just come along on the night or contact Tony on 086 822 4274 for more information.

Noticeboard 19





Little John Douglas (2) from Finglas pictured at Tenta celebration of premature infants born at the Rotunda Hospital to mark World Prematurity Day. Bables born at the hospital in 2016 who weight less than 1,500 grams affended the event. PHOTO: CONOR MCCABE

CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clár infheistíochta suntasach is ea BusConnects ofthorn iompar poiblí i mBate Atha. BusConnects is a major investment programme to empeuve public transport in Dublin. Cliath a fheabhab. Tá sé mar aidhm aige un córas busanna reatha a leasú ó bbonn trí. It airns to civerhaid the current bus system through a 10 year integrated programme of chlár comhtháite 10 mbliana de ghníomhaíochtaí comhtháite a chur i bhfeidhin d'fhonn integrated actions to deliver a more officient, reliable and better bus system for more coras busanna níos áireachtaí, níos iontaofa agus níos fearr a chur ar fail do níos mó people.

Tá sé mar aidhm ag tionscadal na gconairí bus fárnacha 230 ciliméadar de bhuslanaí tiormaithe agus 200 ciliméadar de réonta rothaíochta a chur ar 16 cinn de na conairí bus is gnothaí i mBaile Atha Ciliath. Tá an túdarás Náisáinta liompair ag cur tús anois le comhairíachán poiblí maidir teis na moltaí seo.

is ar **bhonn céimnithe** a tharfoidh an comhairtiúchan poibil do sé chonaire bus lárnac déag, ag tosú an 14 Samhain 2018 agus ag leonúint ar aghaidh go dtí Bealtaine 2019.

Thosaigh an comhairtiochán poiblí don chéad cheithre chonaire cheana féin críochnoidh se Da hAoine, an 15 Faiadhra 2019. Tairred ag lorg moltaí agus tuairin táthair maidir leis na conairí seo a teanas:

Sord go Lár na Cathrach

 Cluain Ghrifín go Lár na Cathrach 👂 Cluain Ghrifín go Baile Bhlainséir Leamhcán go Lár na Cathrach

Is filidir mionsonrai faoi na **ceithre chonairea** iosáidéál ar an suíomh **www.busconnects. le** nó glaoch a chur ar an uimhir shaorghlao 1800 303 653.

- Foram Pobali Cruthdidh an tUdarás Naisiúnta Iompair Foram Pobali do gach conaire le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grupaí Pobali, Iomadaithe Pobali nó Grúpaí Leasmhara a bhieith ar an eolas maidir leis an bpróiseas comharlaíthachan phoible agus páirt a ghlucadh arn, fairtar ont ríomhchost a sheoladh chuig cbciribusconnects.le má thoistaíonn uait a bheith páirteach ann.
- Ócaidí Eolais Comhairliúcháin Phoiblí Reachtalfar sraith crumnthe Comhairliúcháin Phoiblí in ionaid i gceantair na gconairí seo is féidir teacht ar shonraí maidir leo seo ar an suíomh agus sna nuachtáirí áitiúla sna seachtáiní atá le teacht freisin.

Foilseofar sonrai an dhá chonaire déag eile le haghaidh athbhreithniú an phiobail go kiath in 2019. Seo thíos fíosta de na conairí agus de na céimeanna múlta comhairíiúcháin

Dátaí Comhairfiúcháin Phoibli: Lár mhí Eanáir go deireadh mhí na Márta 2019:	Dátaí Comhairliúcháin Phoiblic Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
Gleann na Life go Lar na Cathrach	Bale Munna go Lár na Cathrach
Cluain Dolcán go Droimeanach	Fionnghies go Baile Philis
Na Glaschnoic go Lár na Cathrach	Brit go Lár na Cathrach
Tamblacht op Tir an lür	An Chemika Dhuch ga Muirfin
Carraigh go Lak na Cathrach	IJCD Droichead na Dothwigo Lár la Cathrach
Ráth Fearnáin go Lár na Cathrach	An Rinn go Lár na Cathvach

is féidir moltal agus tuairimí maidir leis na ceithre chonaire a dhéanamh;

Ar line: Trid an bhfoirm ar line sis chuid "Comhairliúchán Poibli" de leathanach na gConairí Bus Larraiche ar an suíomh www.busconnects.le

Trid an bpost chuig:

Tignscadal na gConairi Bus Larnacha
An tidaria Naisiúnta Iompair
Dun Sceine
Lána Fheischair
Baile Atha Cliath 2
DO2 WT20.

The core bus corridor project arms to deliver 230kms of dedicated bus land 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The Ni Transport Authority is now commencing a public consultation in relation to proposals.

This public consultation for sixteen core bus corridors will take place over a phased basis starting from 14th November 2018 and will run until May 2019.

The public consultation for the first four corridors has new commerced and will and Friday 15th February 2019. We are now seeking submissions and observations for the

Clongriffin to City Centre Swords to City Centre

Blanchardstown to City Centre Lucan to City Centre

Details of the proposals for these **four corridors** are available for download on the website www.busconnects.le or call Freefone 1800 303 653.

- Community Forum The NTA will establish a Community Forum for each corridor whi there will be an apportunity for an aprove of a tree from Resident's Associations, Continuently Groups, Public Representatives and Interested Groups to get informed and engaged during the public consultation process. Please emailobs of busconnects jet of get involved.
- -Public Consultation Information events A series of Public Consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks.

Details of the other twelve corridors will be published for public review in early 2019. Below is a list of the corridors and the proposed public consultation phasing.

Public Consultation Dates: Mid - January to End March 2019	Public Consultation Dates: Mid - February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Cloretalkin to Drimnagh	Finglas to Philisborough
Greenhills to City Centre	Bray to City Centre
Tallaght to Teremore	Blackrock to Merrion
Kimmage to City Centre	UCD Bellsbridge to City Centre
Rethfarnham to City Centre	Ringsend to City Centre

Written submissions and observations on the four corridors may be made

Online:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.le

By post to:

Core Bus Corndor Project National Transport Authority Dun Sceine Harcourt Lane Dublin 2 DOZ WT20

By email to: cbc#busconnects.le





Press Advertisement published in the Southside People - 21 November 2018:

SOUTHSIDE PEOPLE 211118

15

South William Street wins Urbanism Award

Street has been declared the winner of the Great Street Award during the 2019 Urbanism Awards in

London. The street was shortlisted with other stortiated with other streets - Argyle Street in Glugow and Kirkgate in Leeds. South William Street was proposed by the Dublin City Architects office and the application was supported by DublinTown.

DublinTown was asked to assist in preparing the application and in making. ssessment visit. They worked with the

Dublin City Architects to plan the assessment violt in September that included guided tours of the street and key buildings, as well as introductions and interviews with a wide range of businesses on the street such as the Powerscourt Ceutre, the Grogan's Pub, Aspire Digital, Taste Food Co and Platform 61. In the lead assessor's

report, Alistair Barr said: "The street has consistently had to reinvent itself and each reinvention has added layers of richness and delight to the street's

special place in Dublin.

The small grain of development allows start-up businesses to flourish and the supportive nature of the business community has encouraged growth."

The assessors also noted that this is one of Dublin's 'most important intact Georgina Streets'.

Quarter Public Realm Plan is integrated and supported by Dublin's City Basiness Improvement District (RID). The assessors were impressed by the way the council and DublinTown

work together.
"DublinTown takes
a keen interest in the
street," Ms Barr added. "It is the biggest BID area in Europe with a large turnover, There is a dedicated Project Manager for who has developed good

usinesses." DublinTown CEO

Richard Guiney Richard Guiney commensed on the wirs, said. "We were delighted to work with the City Architects office in the preparation of the submission for the Academy's Great Street award. The Academy recognises places across Europe that have achieved excellence across many South William Street is a staning example of what can be achieved when



businesses work together to achieve a shared vision. in cooperation with a supportive city council. I want to pay special thanks to those basinesses who took the time to meet with the assessors during their visit. Their pride and passion for their street. was evident to all. We look forward to seeing the area

develop further with the planned improvements outlined in the Grafton Area plan." The Urbanism Awards

in organised by The Academy of Urbanism. The awards include European City of the Year and Great Town and Neighbourhood, and Street and Place.

BUS CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clar infheistiochta suntasach is ea BusConnects d'fhonn iompar poibli i mBalle Átha. BusConnects is a major investment programme to improve public transport in Dubli Cliath a fheathfau. Tá se mar aidhm sige an coras busanna reathu a leasu à bhonn tri it aims to overhaul the current bus system through a 10 year integrated programme chilar comhthàire 10 mblianna de ghníomhaíochtaí comhthaíte a chur i bhfeidhm d'fhonn i integrated actions to deliver a more efficient, reliable and better bus system for mo coras busanna nìos eireachtaí, nìos iontaofa agus nìos fearr a chur ar fail do nìos mò geople.

78 se mar aidhm ag tionscadal na gconairí bus lámecha 250 ciliméadar de bhuslána tiomnáithe agus 200 ciliméadar de raonta rathaíochta a chur ar 16 cinn de na conair bus is gnóthaí i mBalle Atha Cliath. Tá an tUdarás Náisiúnta iompair ag cur tús anois le comhairliúchán podál maidir leis na maltaí seo.

is ar **bhonn céimnithe** a tharfoidh an comhairtiúchán poiblí do sé chonaire bus lárnach déag, ag tosú an 14 Samhain 2018 agus ag leanuint ár aghaidh go dtí Bealtaine 2019.

Thosaigh an comhairliúchán poiblí don chéad cheithre chonaire cheana féin agus críochnóidh se De thAoine, an 15 Feabhra 2019. Táimid ag lorg moltaí agus tuairimí faoi láthair modrif feis na conairt seo à foanas:

O Cluain Ghrifin go Lár na Cathrach

Sord go Lár na Cathrach

Cluain Ghriffin go Baile Bhlainséir Leamhcán go Lár na Cathrach

Is féidir mionsonraí faoi na **ceithre chonairea** ioslódáid ar an suíomh **www.busconnects**, le nó glaoch a chur ar an uimhir shaorghlao 1800 303 653.

- Fóram Pobell Cruthdidh en tÚdarás Náisiúnta Iompair Fóram Pobell do ga conaire le go mbeidh deis ag ionadaithe ó Chumainn Aitritheoirí, Grúpaí Pobi Ionadaithe Pobell nó Grúpaí Learnhara a bheith ar ar eolas maidir leis an bpróise comhairtíachtain phoball agus páirt a ghlacadh ann Iantar ost ríomhphost sheoladh chuig chciúibusconnects.le má theastaíonn ualt a bheith páirteach an
- Ócaidí Eolais Comhairliúcháin Phoiblí Reachtaifar sraith cruinnithe Comhairliúcháin Phoiblí in ionniú i gceantair na gconairí seois féidir teacht ar shonraí maidir leo seo ar an suíomh agus sna muachtáin áitiúla sna seachtainí atá le teacht freisin.

calseofar sonraí an dhá chosaire déag eile le haghaidh athibhreithniú an phobail gc iath in 2019. Seo thíos liosta de na conairí agus de na céimeanna multa comhairliúcháir haiblí

Dátaí Comhairliúcháin Phoiblí. Lár rithí Eanáir go deireadh mhí na Márta 2019	Dátaí Comhairliúcháin Phoibil: Lár mhí na Feabhra go deireadh mhí Aibreáin 2019
Gleann na Life go Lár na Cathrach	Balle Munna go Lár na Cathrach
Cluan Dolcain go Droimeanach	Fionnahlas go Balle Philip
Na Glaschnoic go Lár na Cathrach	Bré go Liir na Cathrach
Tamhlacht go Tir an kar	An Chamig Dhubh go Huefin
Carnaigh go Liir na Cathrach	UCD Droichead ha Dothre go Lan a Cathrach
Cally Expression and Lineau California	Are Diego rep. Life ma Californicia

is féidir moitaí agus tuairimí maidir leis na ceithre chonaire a dhéanamh:

Trid an bhfoirm ar line sa chuid "Comhairliúc! Lárnacha ar an suíomh www.busconnects.ie ichan Poibli" de leathanach na gConairí Bus

Trid an boost chuig:

Tionscadal na gConairi Bus Lárnacha An túdaras Naisiúnta formpair

Ar an r-phost chuig:

The core bus comidor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest considers in Dublin. The National Transport Authority is now commencing a public consultation in relation to these

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Blanchardstown to City Centre

Swords to City Centre

Lucan to City Centre

Details of the proposals for these **four corridors** are available for download on the weblite www.busconnects.le or call Freefone 1800: 303 653.

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Kimmage to City Centre	UCD Ballsbridge to City Centre
Rathfarnham to City Centre	Ringsend to City Centre

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.le.

By post to:

Coré Bus Corridor Project National Transport Authority Dun Sceine Harcourt Lane Dublin 2 Dublin 2 DO2 WT20

By email to: cbc@busconnects.le





Press Advertisement published in the Dublin Gazette – 22 November 2018:

22 November 2018 DUBLIN GAZETTE 19

FEATURES

Blackberry Hearing could help with your hearing loss

established in 2015, with founders John Ryan and Dave Gleeson. drawing on their long business experience to provide quality solutions at the best prices with exceptional customer care.

Blackberry Hearing hold more than 60 clinics nationwide. They only employ degree level or masters level audiologists, and people can call them directly at 01 697 8470 to book a free consultation at a clinic near to them.

"We built the business from scratch around the principles

quality and customer care," says girl called Rhea in Ashbourne. John. "How do we know I cannot recommend we have succeeded? Because our costomers tell us.*

One such et, Peter Finnegan, said: "I bought my hearing aids from Blackberry Hearing

five weeks ago. They are fantastic. Firstly, they are almost videes and great after-care ser-50% cheaper than some of their vice. I would recommend Black-

Blackberry Hearing highly enough."

Another customer, Mickey Blackberry hearing alds are the best and most inexpensive aids on the market mpared to other pro-

David Stewart said: "Very professional lady in Wexford, Rita, made a relaxing atmosphere. Totally explained the procedure and I felt totally relaxed, never under pressure to purchase. Thank you Blackberry Hearing,

Breda Gallahue said: "This bearing aid is brilliant, I just secently got one off Blackberry; great service and brilliant after

For further information, see www.blackberryhearing.com.



le with hearing issues don't tackle the until it's too late - but Blackberry Hearing could provide the solution to any hearing loss you may have

CONNECTS

BusConnects Core Bus Corridor Public Consultation Comhairliúchán Poiblí do Chonairí Bus Lárnacha BusConnects

Clar infleestrochts suttlaach is ea BusConnects d'Thonn tompar poibil i misaie Atha BusConnects is a major investment programme to improve public transport in Dublin. Clar in fleesthath. Tá sé mar aidhm aige an córas trusanna reath a feasú ó bhonn trí chláir it ains to diverbaul the current bus system through a 10 year integrated programme of conhibiáte 10 mbhana de ghníomhaíochtaí comhtháite a chur i bhfeidhm d'fhonn córas integrated actions to deliver a more efficient, resiable and batter bus system for more busianna rios éireachtaír, nois contradar agus nos fearr a chur ar fail do níos mó dapin.

Tá sá mar aidhm ag tionscadal na gcorsair bus láinsacha 250 cilimándar de bhustlana. The care bus coinidor project aims to deliver 250kms of declicated bus láinsacha bus ag godhaí i misaile Atha Cliath. 19 an túdarda Naisiúntaí formatír ag cur tús anos le Authority is novi commencing a public consultation in relation to these proposits.

This public consultation for sistem core bus carridors will take place over a phased basis starting from 14th November 2018 and ville sur until Mey 2019.

Is ar **bhonn céimnith**e a tharlòidh an comhairliúchán goiblí do sé chonaire bus lárnach déag, ag tosú an 14 Samhain 2018 agus ag leanúint ar aghaidh go dtí Bealtaine 2019.

Thosaigh an comhairtiúchán poiblí don **chéad cheithre chonaire** cheana féin agus críochnóidh sé De hAoine, an 15 Feabhra 2019. Táimid ag lorg moitaí agus tuairimí faoi

- Cluain Ghrifin go Lár na Cathrach
- Sord go Lár na Cathrach

is feliclir mionsonral facil na cetthre chonairea ioslodali ar an sulomin www.busconnects.le.no.glooch a chur ar an uimhir shaorghlao 1900 303 653

Leamhcán go Lár na Cathrach

- *Foram Pobali Cruthóidh an tÚdarás Náisiúnta Iompair Fóram Pobali do gas conaire le go mbeidh deis ag iorideáithe ó Chumainn Aitritheoirí, Grupaí Poba ionadaithe Pobali nó Grupaí Leasmhara a bheith ar an eolas reaidir leis an bordise comhairliúchain phoblic agus pair a ghlacadh ann Lairtar art riomhchost sheoladh chuig choilibusconnects le má theastaíonn uait a bheith péirteach an
- Ocisidi Eolais Comhairtiúcháin Phoiblí Reachtálfar sraith cruinnithe Comhairtiúcháin Phoiblí in Ionaid i gceintair na gconairí seo.ts féidir teacht ar shonraí maidir leo seo ar an suíomh agus sna nuachtáin áitiúla sna seachtainí atá le teacht freisin.

Foliseofar sonral an ilha chonaine tiéag eile la haghaidh athibhreithniú an phobail go luath in 2018. Seo thíos liosta de na coriairí agus de na céimeanna molta comhairtiúcháin

Dátaí Comhairliúcháin Phoibli: Lár mhí na Feabhra go deireadh mhí Albreáin 2019
Baile Munna go Lár na Cathrach
Flonnghias go Baile Phib
Bré go Lár na Cathrach
An Charraig Dhubh go Muirfin
UCD Droichead na Dothra go Lár na Cathrach
An Rinn go Lár na Cathrach

al agus tuairimí maidir leis na ceithre chonaire a dheanamh:

Trid an bhfoirm ar line sa chuid "Comhairiuchán Poibli" de leathanach na gConairi Bus Sy post to: Lirracha ar an suíomh www.busconnects.le

Tionscadal na gConàirí Bús Larnacha
An tUdarás Nálsiúnta lompair
Linna Fhearchair
Baile Áfra

Balle Átha Cliath 2 D02 WT20

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The public consultation for the first **four corridors** has now commenced and will end Friday 15th February 2019. We are now seeking submissions and observations for the

- Clongriffin to City Centre
- O Cluain Ghrifin go Baile Bhlainséir Swords to City Centre
- Blanchardstown to City Centre Lucan to City Centre

Details of the proposals for these **four corridors** are available for download on the website www.busconnects.ie or call Freefone 1800 303 653.

- Community Forum The NTA will establish 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. Please ensail cocilibration process. Please ensail cocilibration process.

Details of the other twelve corridors will be published for public review in early 2019. Below is a list of the corridors and the proposed public consultation phasing.

Public Consultation Dates: Mid - January to End March 2019	Public Consultation Dates: Mid - February to End April 2019
Liffey Valley to City Centre	Ballymun to City Centre
Clandalkin to Drimnagh	Finglas to Phibsborough
Greenhills to City Centre	Brey to City Centre
Tallaght to Terenure	Blackrock to Merrion
Kimmage to City Centre	UCD Ballsbridge to City Centre
Rativiarnham to City Centre	Ringsend to City Centre

Written submissions and abservations on the four corridors may be made:

Through the online form in the "Public Consultation" section of the Core Bux Corridor page on the website www.busconnects.le

Core Bus Corridor Project National Transport Authority Dun Scelon Harcourt Lane Dublin 2 Dublin Z DO2 WT20

cbc@busconnects.le





Press Advertisement published in the Dublin Gazette

29 Nevember 2018 DUBLIN GAZETTE 21





TRANSFORMING CITY BUS SERVICES

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

The core bus corridor project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The National Transport Authority has commenced a public consultation in relation to these proposals.

Community Forum

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. We want to keep everyone on the proposed bus corridors fully in the picture at all times. As such, we're establishing a Community Forum for each corridor, beginning with

Clongriffin, Swords, Lucan and Blanchardstown.

The aim is to create two way communication with local communities allowing information and feedback to be relayed clearly, quickly and accurately.

Membership of each forum will comprise of a single representative from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives. As places are limited, only one representative per group can be accepted.

If you would like to nominate a representative please let us know by sending an email to **cbc@busconnects.ie** before Friday 7th December 2018.

Community Forums for the other 12 core bus corridors will be established on a phased basis in the coming months, in line with our programme of public consultation.

General Information

Consultation is now live for the first four corridors and will end Friday 15th February, 2019. Written submissions and observations on the **four corridors** may be made:

Through the online form in the "Public Consultation" section of the Core Bus Corridor page on the website www.busconnects.le

By email to: cbc@busconnects.le

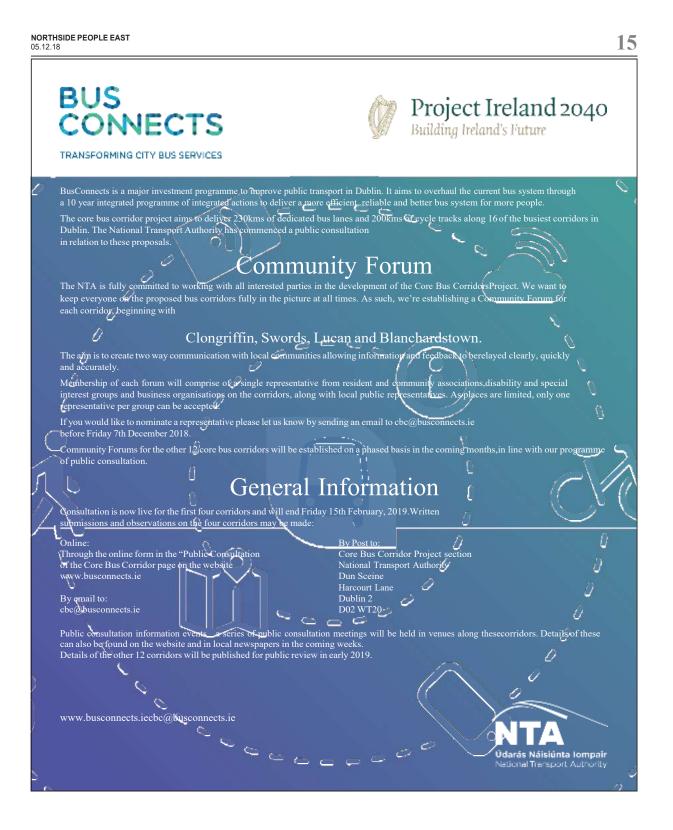
By Post to: Core Bus Corridor Project National Transport Authority Dun Sceine Dublin 2 D02 WT20

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

cbc@busconnects.ie



Press Advertisement published in the Northside People East – 05 December 2018:



Press Advertisement published in the Dublin Gazette – 20 December 2018:

28 December 2018 DUBLIN GAZETTE 17





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By email to: cbc@busconnects.le

By Post to:

Core Bus Corridor Project National Transport Authority Our Sceine Harcourt Lane Dublin 2 DO2 WT20

Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks. Details of the other 12 corridors will be published for public review in early 2019.

www.busconnects.ie



Press Advertisement published in the Dublin Gazette – 03 January 2019:

3 January 2019 DUBLIN GAZETTE 15





TRANSFORMING CITY BUS SERVICES

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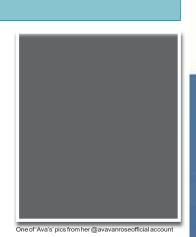
By email to: cbc a busconnects.ie

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Public consultation information events - a series of public consultation meetings will be held in venues along these corridors. Details of these can also be found on the website and in local newspapers in the coming weeks.



Press Advertisement published in the Dublin Gazette – 05 January 2019:



PEOPLE | DUB ON HIT SHOW

REBECCA RYAN





Public Consultation Information Events

A series of information events are being held about the BusConnects core bus curridors project public consultation. The core bus corridors project aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along 16 of the busiest corridors in Dublin. The public consultation for the sixteen core bus corridors is taking place on a phased basis and will run until May 2019. The public consultation for the first four corridors has commenced and will end on 15th February 2019. Betails of the 12 other corridors will be published for public review in early 2019.

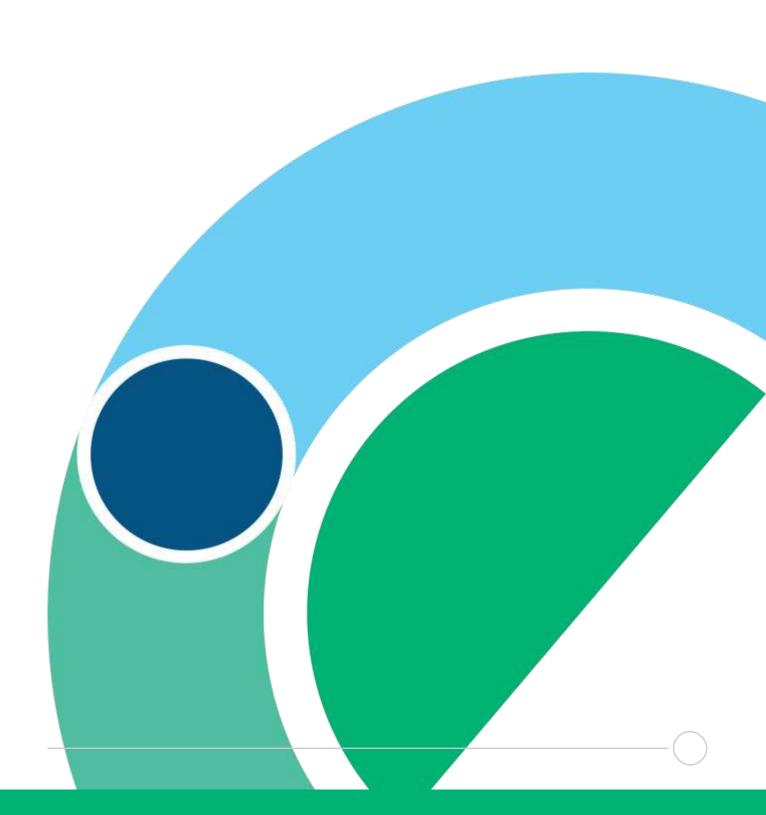
Public information events for

Clongriffin to City Centre, Swords to City Centre,
Blanchardstown to City Centre and Lucan to City Centre
are being held in the following venues:

CORRIDOR	VENUE	DATE & TIME
Clongriffin to City Centre	The Hilton Hotel Northern Cross, Malahide Rd, Dublin 17	Thursday 10th January 3.00pm to 8.00pm
Swords to City Centre	The Carnegie Court Hotel, North St., Townparks, Swords, Co. Dublin	Friday 11th January 3.00pm to 8.00pm
Blanchardstown to City Centre	The Crowne Plaza Hotel, Blanchardstown Town Centre, Dublin 15	Tuesday 15th January 3.00pm to 8.00pm
Lucan to City Centre	The West County Hotel, Old Lucan Road, Chapelizod, Dublin 20	Wednesday 16th January 3.00pm to 8.00pm
Clongriffin to City Centre, Swords to City Centre, Blanchardstown to City Centre and Lucan to City Centre	The Gresham Hotel. 23 O'Connell Street Upper. Dublin 1	Thursday 17th January 2.00pm to 8.00pm

For more information on the core bus corridor public consultation go to www.busconnects.le





4. Preferred Route Option: SecondRound of Non-

Statutory Public Consultation – 4th March 2020 – 30th April 2020

Clongriffin to City Centre Core Bus Corridor

4A. Preferred Route Option Brochure March 2020

- -English
- -Irish Cover



Clongriffin to City Centre

Core Bus Corridor Preferred Route Public Consultation March 2020









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1. Introduction

1.1 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation on initial proposals for the Emerging Preferred Routes of sixteen Core Bus Corridors across the Greater Dublin Area (GDA). During this consultation phase thirteen thousand submissions were received in total. A Consultation Submissions Report for each corridor is available to view anddownload on our website www.busconnects.ie.

All of the submissions were reviewed and considered as part of the design preparation for the Preferred Route for each corridor. We have amended our initial proposals to address some of the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders. We are now publishing the Preferred Routes for sixteen Core Bus Corridors and commencing a secondround of public consultation.

This document is one of a series of sixteen, each dedicated to a single Core Bus Corridor. The document provides a written description of the Preferred Route from start to finish withsupporting maps and includes information on revisions made, if any, from the initial emergingpreferred route.

The original brochures detailing each EmergingPreferred Route, published last year, are available to view and download on our websitewww.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planningapplication.

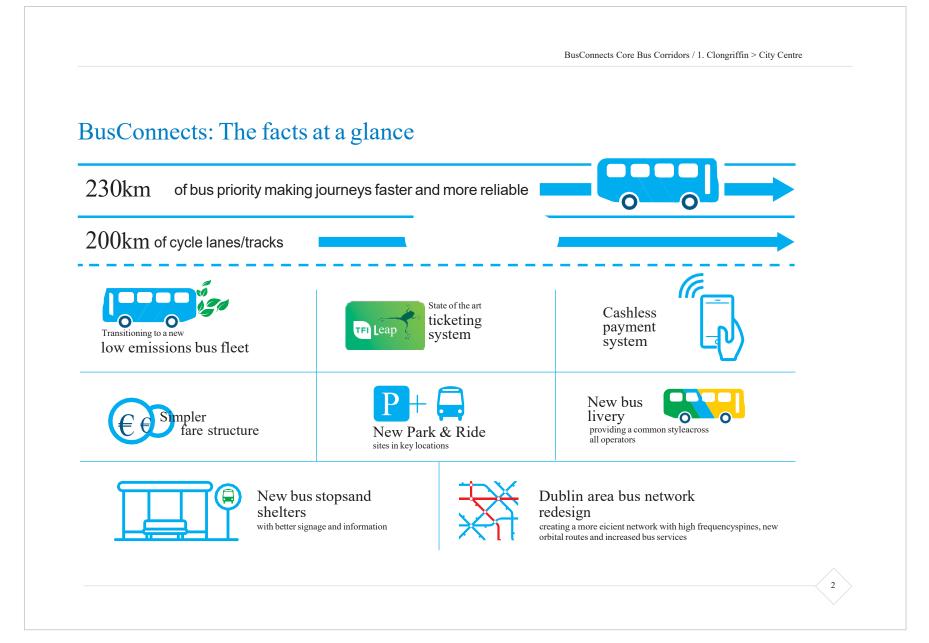
1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's polices to improve public transport and addressclimate change in Dublin and other cities. It is included within the following Governmentpolicy strategies:

- H The National Development Plan 2018 2027;
- Transport Strategy for the Greater DublinArea 2016 -2035; and
- The Climate Action Plan 2019.



Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is designed to provide a better, more reliable and more efficient bus service for everyone.



1.3 What are the benefitsof this project?



Journey Time Savings -

This project will deliver journey time savings of up to 40-50% on corridors. Dedicated bus and cycle lanes can significantly increase bus travelspeeds and reliability.



Building a sustainable city and addressing climate change -

Tackling the challenges of climate change is a priority for Ireland and moving more peopleto public transport is a key component of the solution.



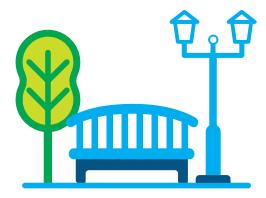
Accessibility for all -

More bus shelters, with seating where possible,new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all, including the elderly and mobility impaired.



Better cycling facilities -

This project will see the provision of much needed cycling facilities around the city regionwith over 200kms of high quality cycle routes provided.



Pedestrians and Urban Realms -

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban realms with additional landscaping and outdoor amenities will be provided.



1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme isto create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayedin general traffic congestion. The bus lanes willbe alongside general traffic and segregated cycle lanes/tracks where feasible.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads forcyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. Theyincluded possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the Core Bus Corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a second round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from the second roundof public consultation and also subsequent examination in the context of Environmental Impact Assessment.

5. Bus Gate



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typicallyarises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general trafficlane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and

when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitatecyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus

route. Such offline options may include directing cyclists along streets with minimal general trafficother than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to constructsegregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. Itwould include seating, trees, planting and otheraspects to enhance the experience for all.

Signal Controlled Priority (SCP)



Traffic proceeds as normal.



2. As the bus approaches, the light signal changes to halt general traffic.

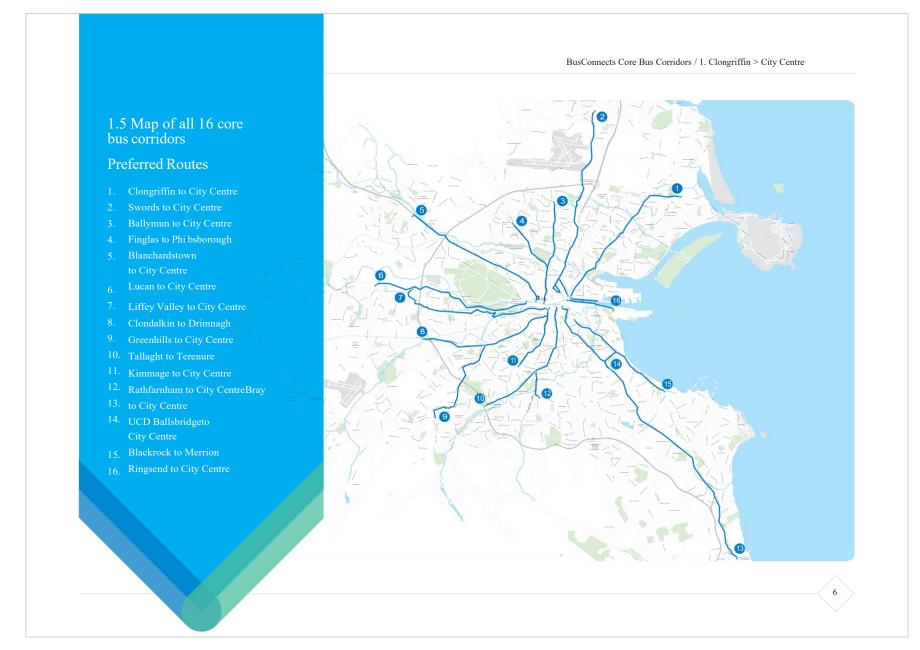


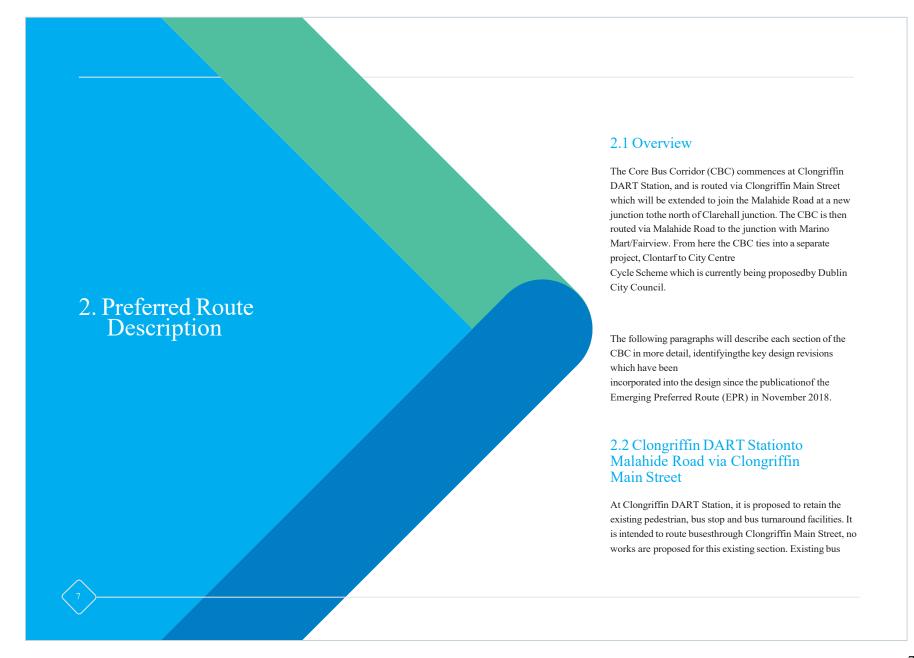
The bus has priority to proceed.



When the bus has cleared the junction, general traffic proceeds.







and cycle infrastructure will be maintained. AtPriory Hall the route will align with Dublin CityCouncil's proposed Belmayne Main Street andBelmayne Avenue Scheme which extends to a new junction at the Malahide Road. This willinclude a new bus, cycle and taxi only access onto the Malahide Road. General traffic will not be permitted to use this access, access to Main Street for general traffic will remain unchangedthrough Belmayne.

2.3 Mayne River Avenueto Gracefield Road – Malahide Road

The CBC is then proposed to be routed along the Malahide Road to the junction with the R105at Marino Mart/Fairview. The following junctions are intended to be upgraded to provide bus priority and enhanced pedestrian and cyclist facilities:

- Ĥ Malahide Road/Clarehall Avenue:
- Malahide Road/Entrance to Clarehall Shopping Centre;
- H Malahide Road/Blunden Drive/PriorswoodRoad:

- Malahide Road/Tonglegee Road/BrookvilleCrescent; and
- Malahide Road/Gracefield Road.

Between Clarehall Avenue and Blunden Drive, asingle bus lane and two general traffic lanes willbe maintained in each direction.

It is proposed to upgrade the existing roundabout on Blunden Drive to a fully signalised junction. This modification will involve the removal of some median hedging and trees, however there will be compensatory planting at the junction.

Between Blunden Drive and Greencastle Road the proposed Toucan Crossing has been relocated to align more directly with thepedestrian and segregated cycle track linkingAyrefield Drive and Malahide Road.

Between Tonlegee Road junction and GracefieldRoad junction, it is intended to retain the singlebus lane and general traffic lane in each direction. A northbound segregated cycle track will be provided in the area between the Malahide Road and Brookville Park. It is proposed that southbound cyclists are

redirected onto the adjoining St. Brendan's Avenue using a Quiet Street Treatment. Cyclists can then re-join the Malahide Road at GracefieldRoad.

2.4 Gracefield Road and Clontarf Road–Malahide Road

Between the Gracefield Road and Clontarf Road junctions, it is proposed to upgrade the following junctions on the Malahide Road:

- Malahide Road/Collins Avenue:
- Malahide Road/Copeland Avenue/GriffithAvenue; and
- H Malahide Road/Clontarf Road

Between Gracefield Road junction and Killester Avenue, it is intended to provide a continuous bus lane with a single general traffic lane in each direction. Segregated cycle tracks and footpath facilities will be maintained through this section. To accommodate this, limited areas of land takewill be required from private properties. The indicative extents of this land take are included in the Appendix of this brochure. The EPR

indicated that between Kilmore Road junctionand Killester Avenue the western cycle track and footpath would impact on the existing wall and trees. It is now proposed to move the western cycle track and footpath inside the green area to minimise any impact on the existing wall and trees.

Between Killester Avenue junction and CollinsAvenue, it is proposed to maintain the road cross-section as described in the previous section. The existing road between these junctions requires widening to accommodate the necessary lane widths and bus stop facilities. The EPR indicated that land take may be required from the surrounding green space in Thorndale Grove and Mayfield Park. The amended proposal indicates that land take will only be employed to enable the

retention of the mature trees and heritage wall.

Between Mayfield Park and Collins Avenue it is proposed to utilise some land take from private properties. The indicative extents of thisland take are included in the Appendix of this brochure.

Along the Malahide Road between the CollinsAvenue junction and the Griffith Avenue

junction, it is intended to provide a continuous bus lane with a single general traffic lane in eachdirection. Currently, there are no continuous segregated cycle tracks in each direction on this section. This issue is proposed to be addressed by road widening works which will involve land take between Donnycarney Churchand Clancarthy Road, Clontarf Golf Club and Bowling Club grounds and Nazareth House. The indicative extents of this land take are included in the Appendix of this brochure.

The proposed works may also require the removal of existing trees currently located on traffic islands or between the existing road and footpath, although opportunities to enhance thestreetscape have been identified as part of this review.

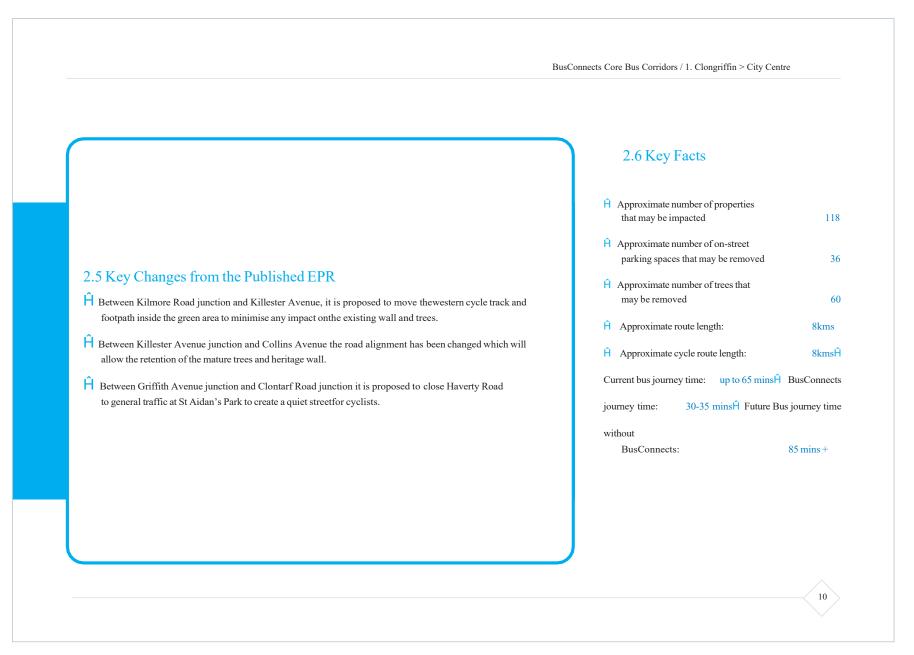
Between the Griffith Avenue junction and the Clontarf Road junction, it is proposed to continue the bus and general traffic lanes in each direction. There are currently only three traffic lanes on this section of road. To facilitate the new four lane arrangement, it is intended toutilise limited land

take from adjacent properties at the following locations:

- H Between Copeland Avenue and MarinoAvenue;
- Ĥ Between Charlemont Road and Crescent Place; and
- Between Brian Road and St. Aidan's Park.

It is proposed to provide an alternative cycle route using a Quiet Street Treatment running parallel to the Malahide Road along Brian Road, Carleton Road and Haverty Road. Cyclists will then re-join Marino Mart and connect with the Clontarf to City Centre Cycle Scheme. The EPR indicated that Haverty Road would remain as a through route. After taking into account the safety and convenience of all road users as wellas the residents of the area, it is now proposed to close Haverty Road for vehicular traffic at the St Aidan's Park end of the street. This proposal will also help to further reduce through-traffic on Brian Road, Carleton Road and Haverty Road.

The proposed bus lane works will tie into the intended bus and cycle facilities on Clontarf Road, which are being advanced by Dublin CityCouncil and have received planning approval.



3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this Core Bus Corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to AnBord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. All previous emerging preferred routebrochures are available on the website. Users can access the site to find out more about the project and download copies of the keydocuments.

General queries can be directed to a dedicatedFreephone – 1800 303 653 or by email to cbc@busconnects.ie

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissionsis stated on the website.

Written submissions and observationsmay be made by:



cbc@busconnects.ie



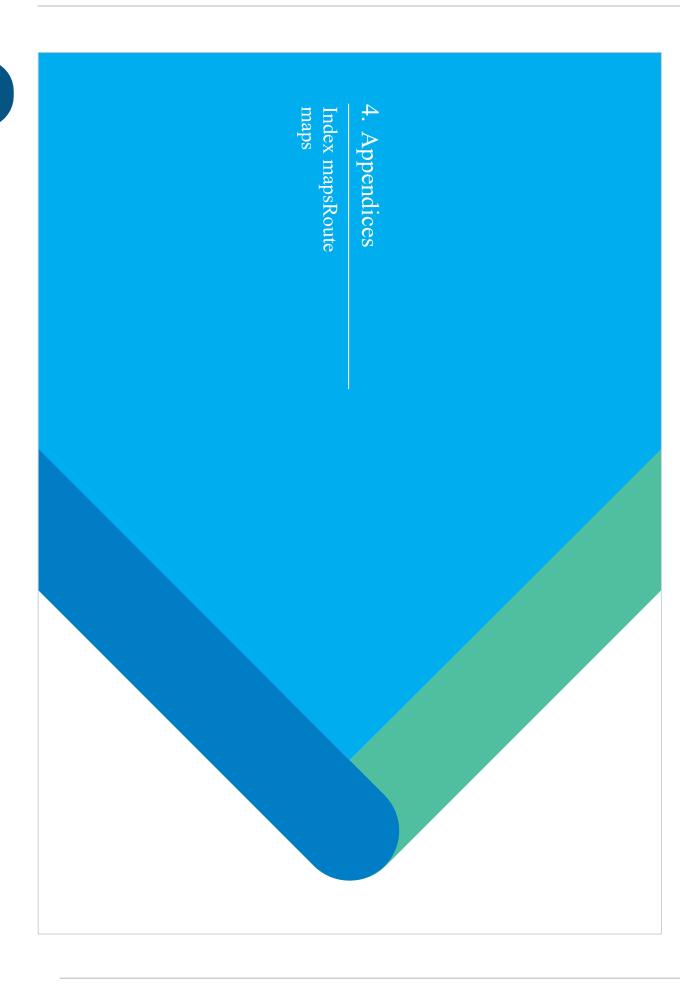
Core Bus Corridor Project National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2D02 WT20

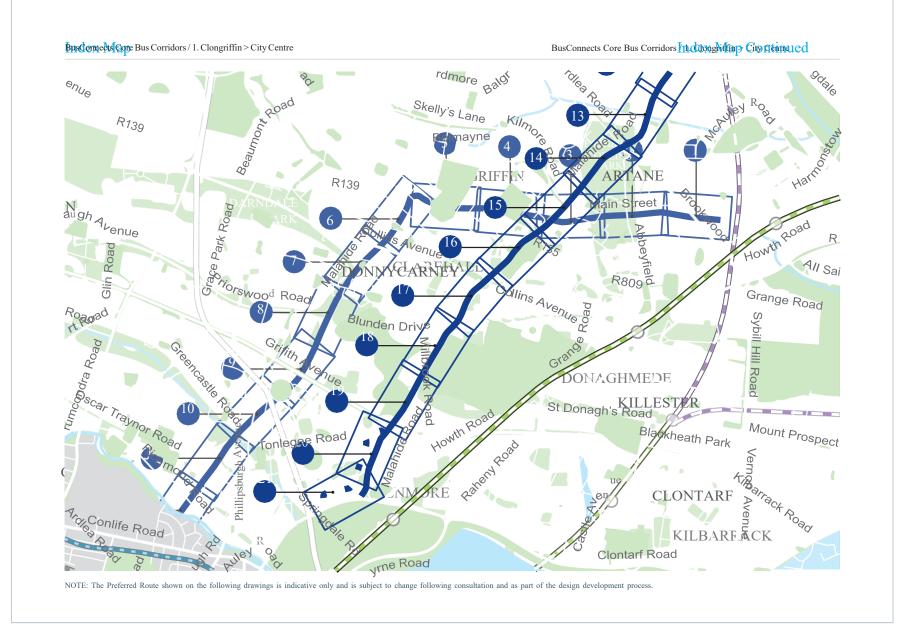
3.3 What happens next?

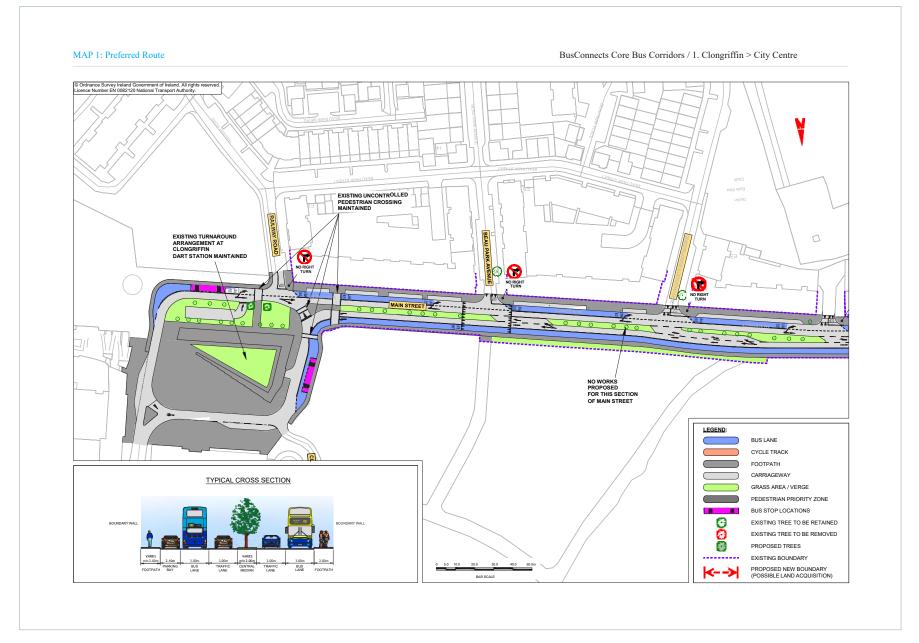
Following the second round of public consultation the NTA will finalise the PreferredRoute Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála during Q4 2020 for its consideration and determination. A formal statutory consultationprocess will be undertaken as part of that process.

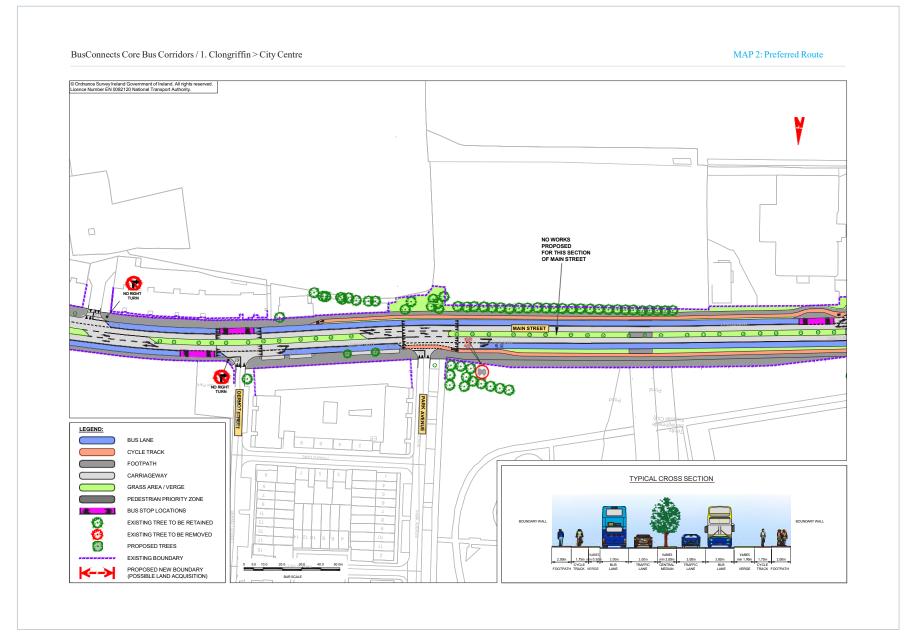




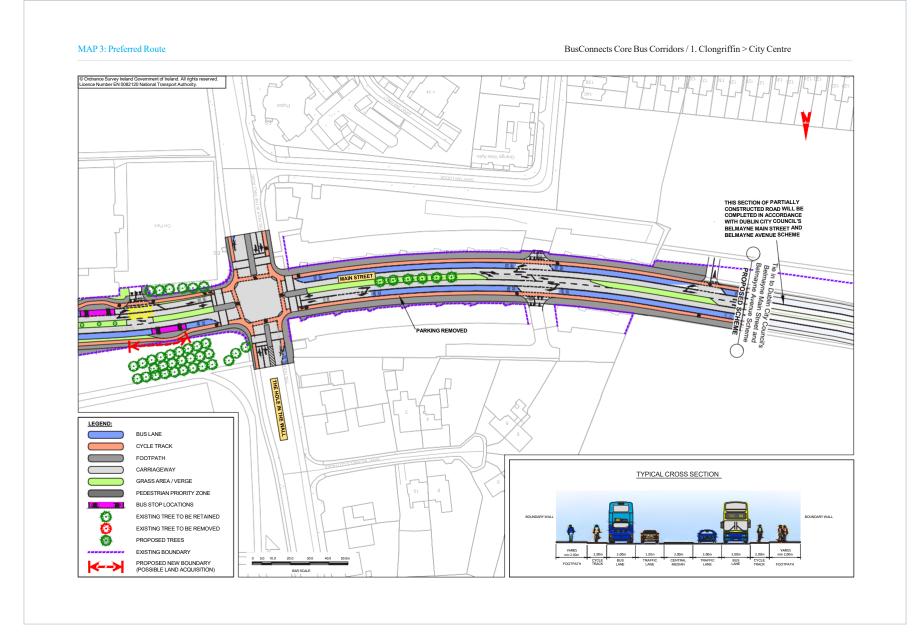


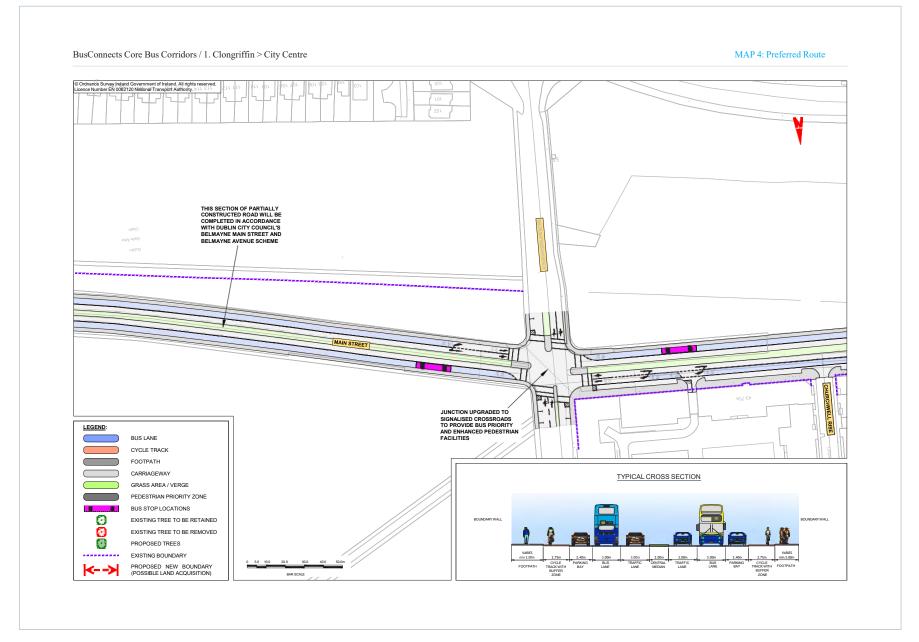




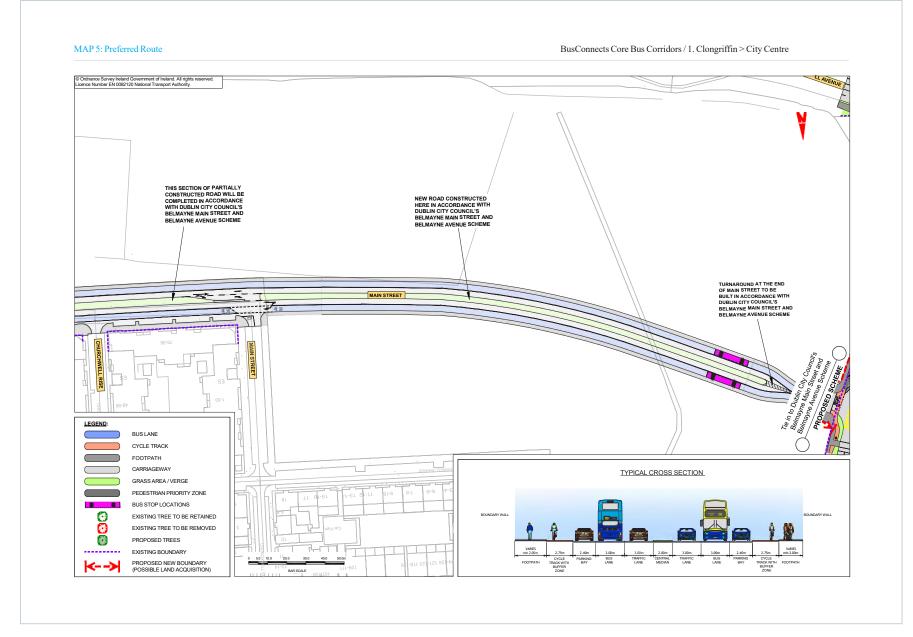


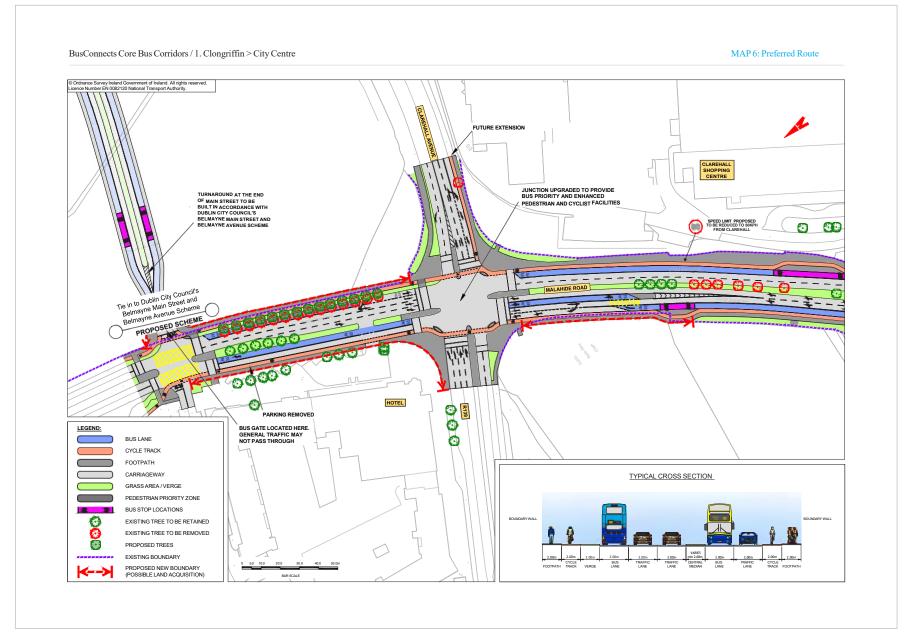




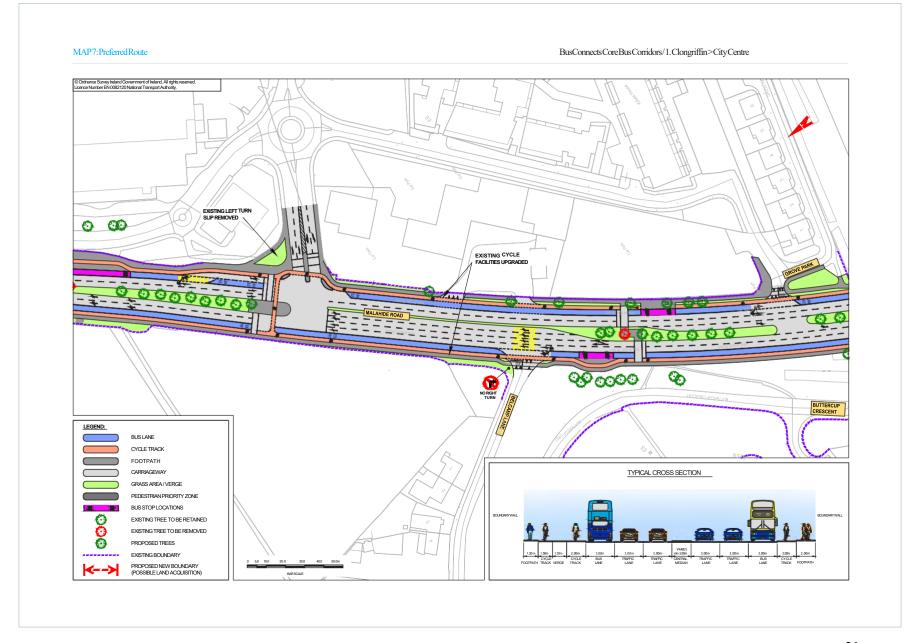


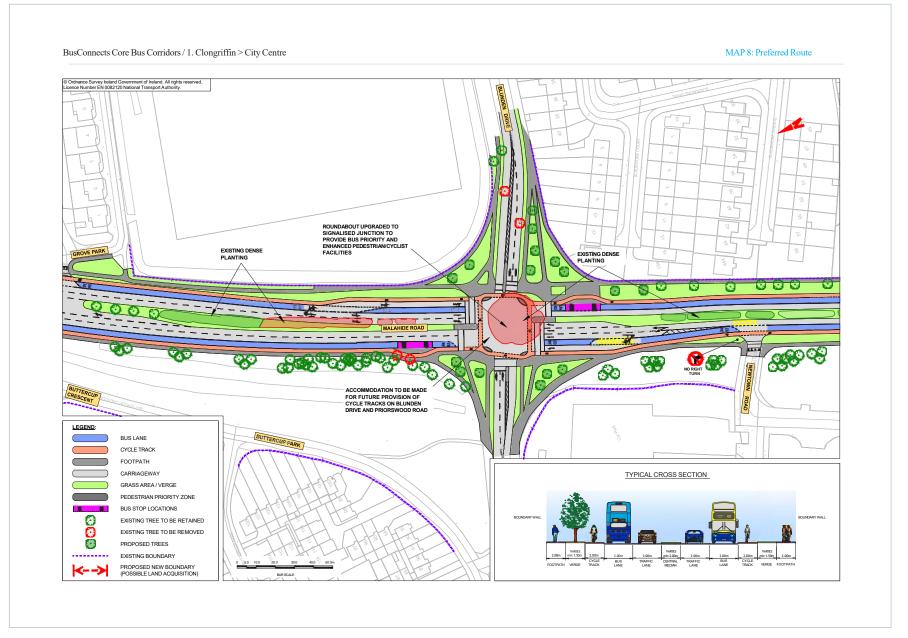




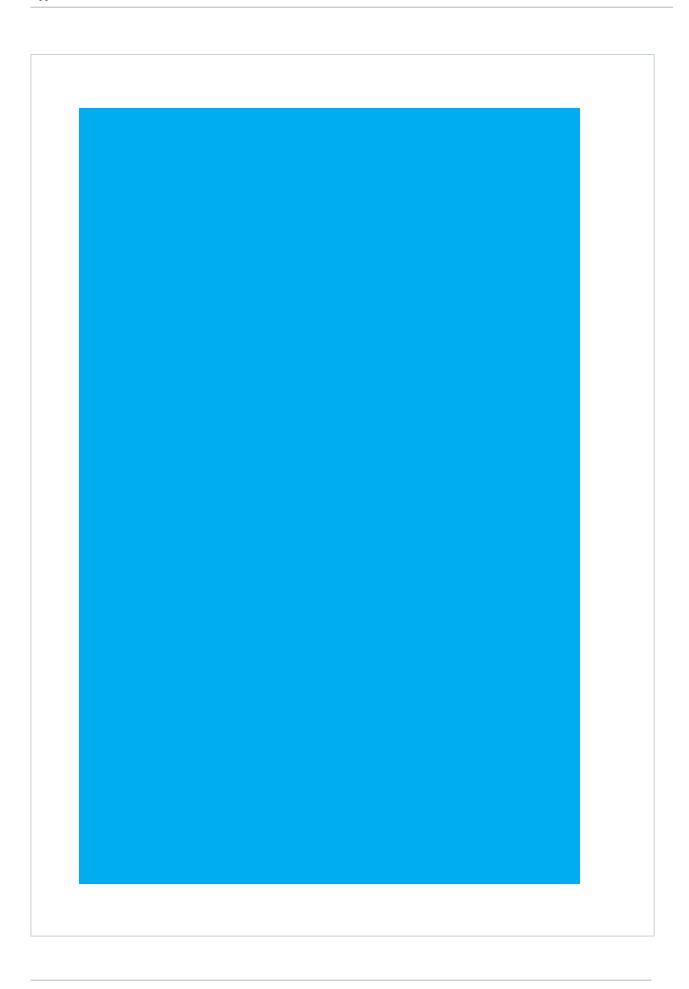


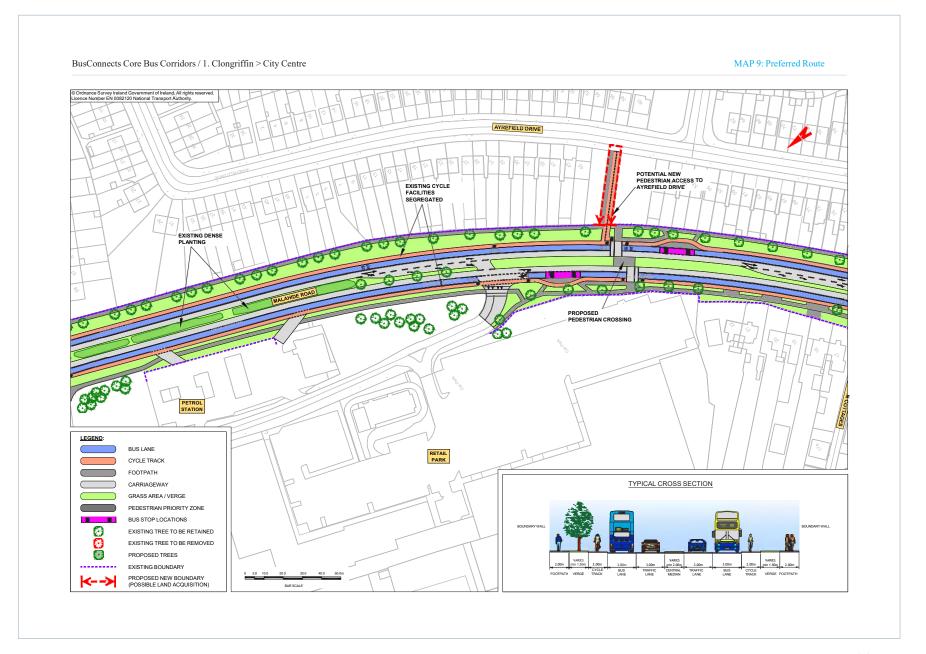










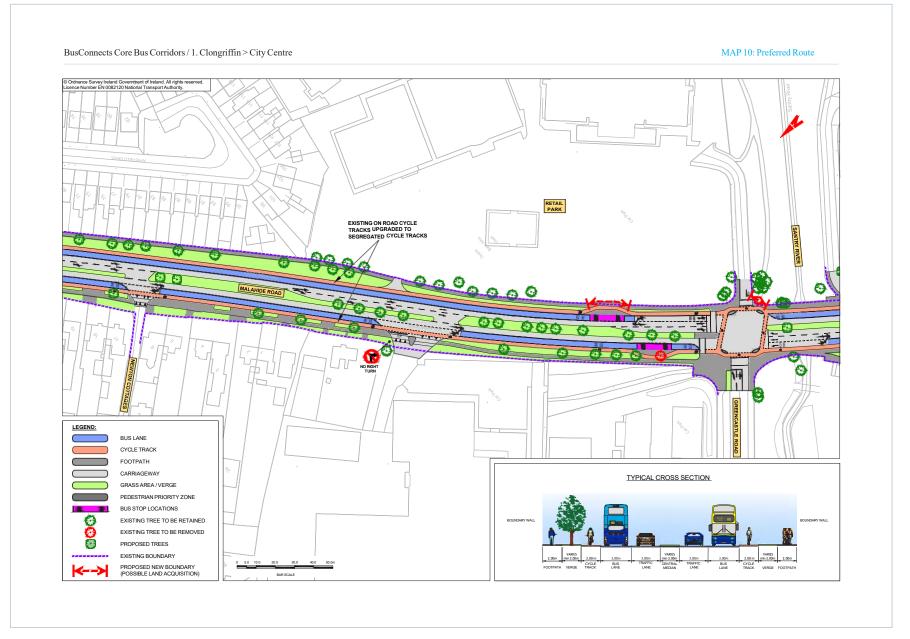




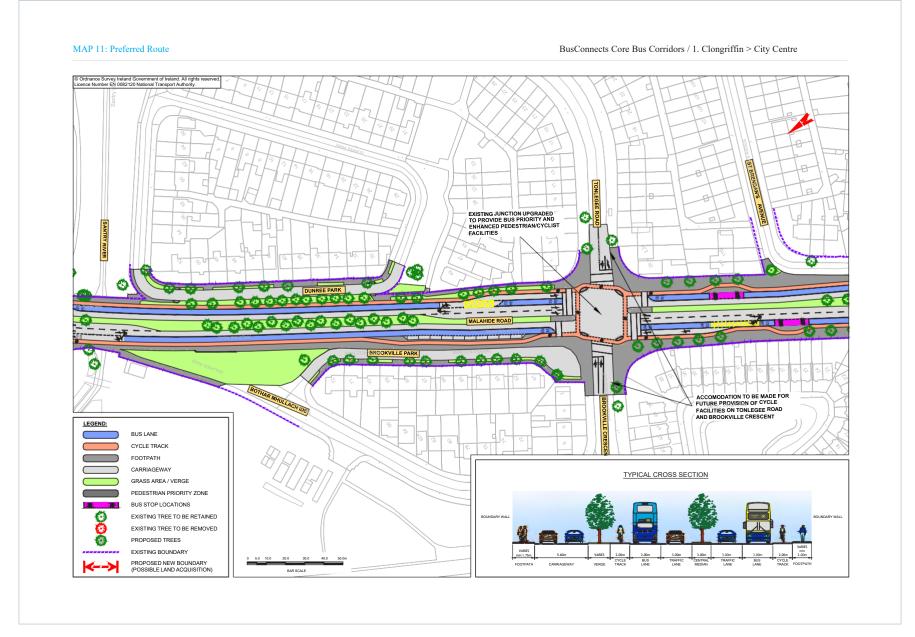


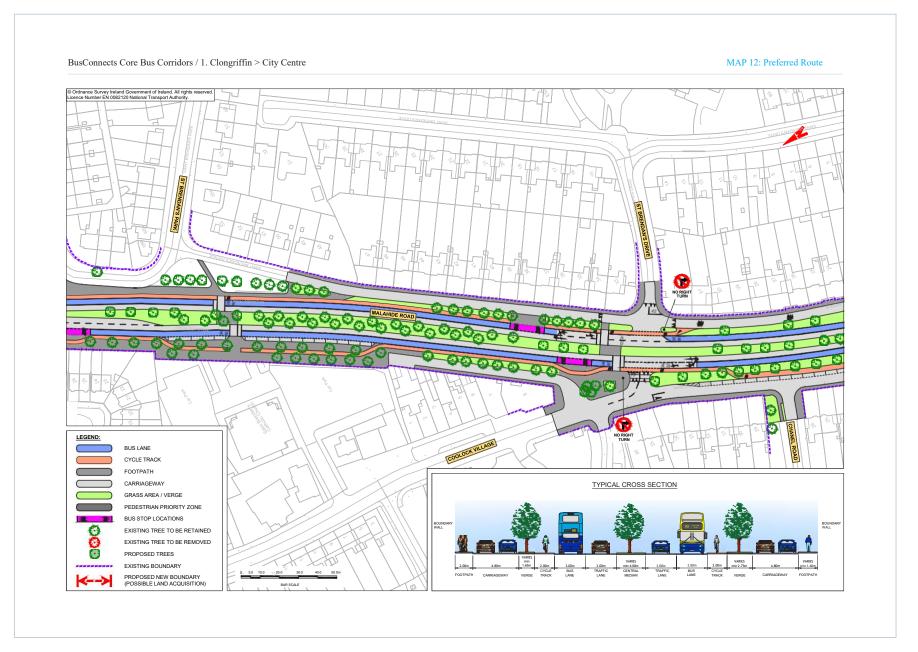
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



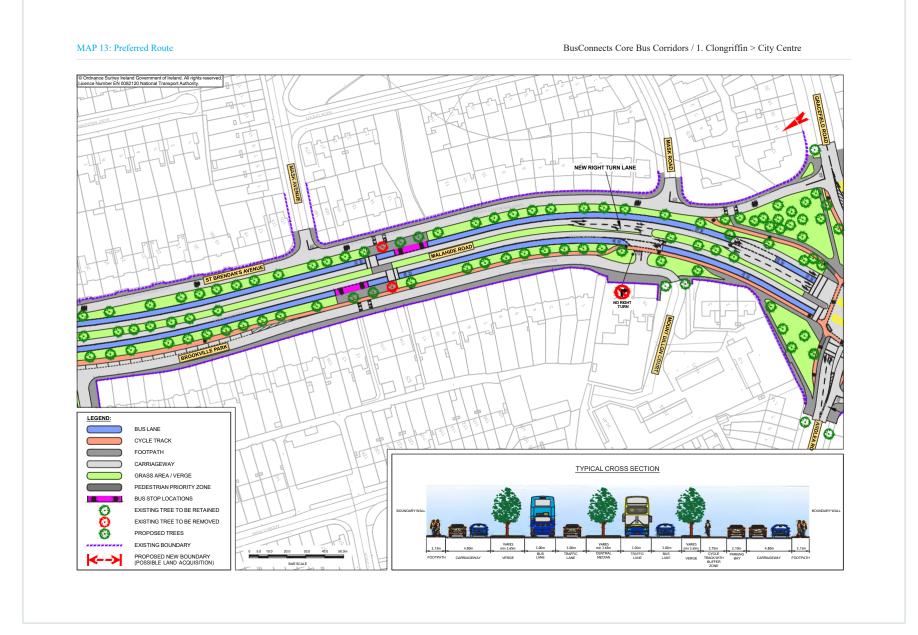


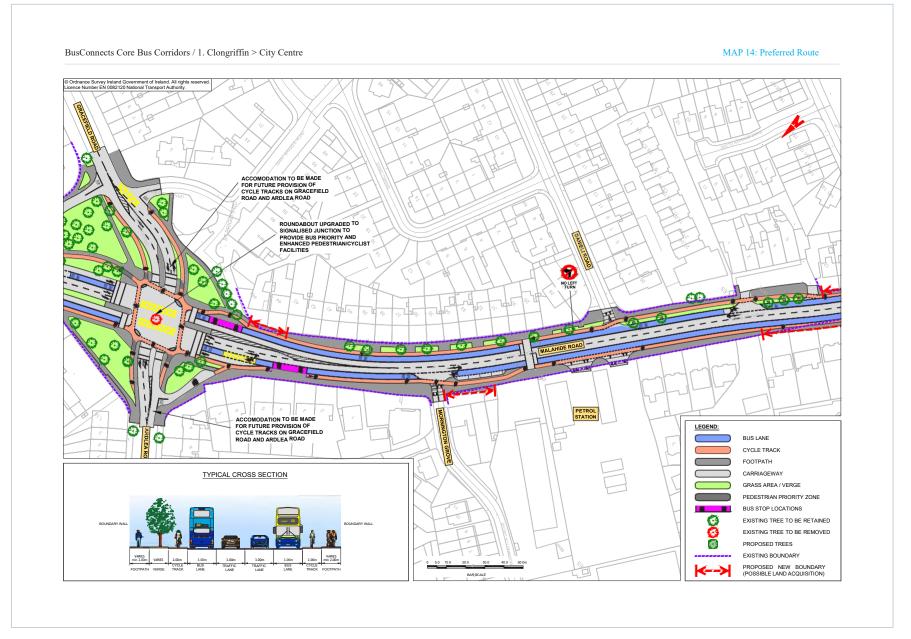




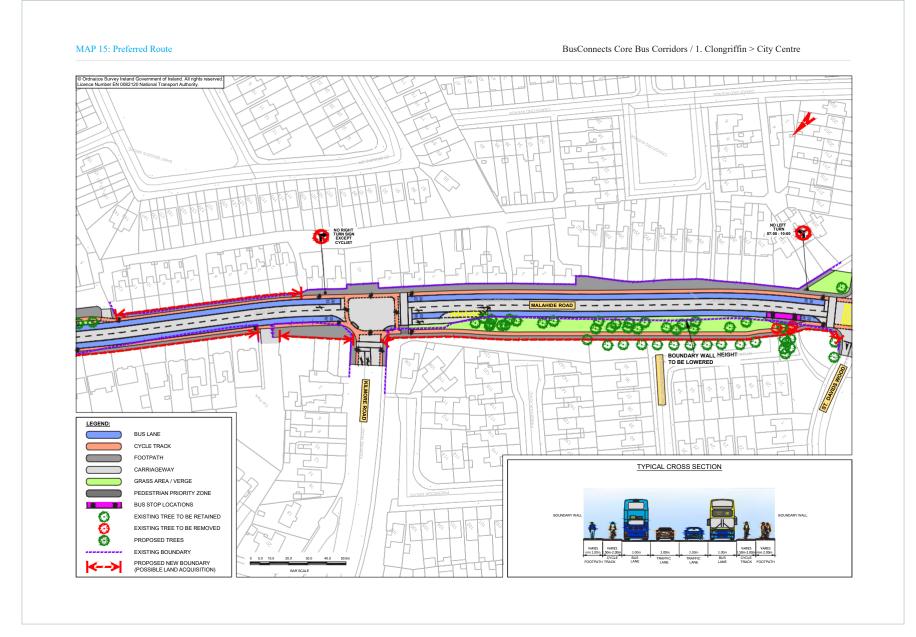


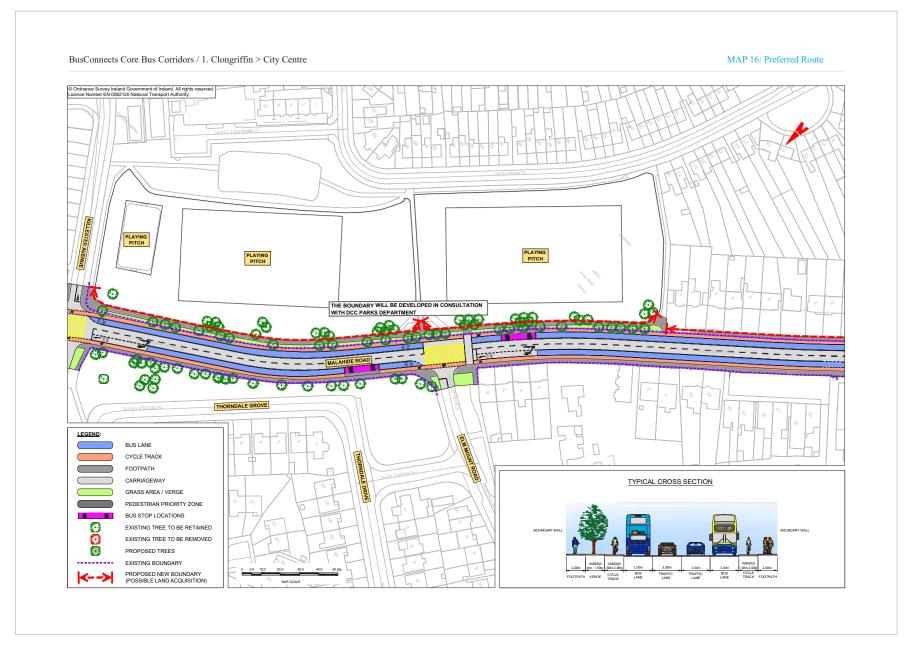






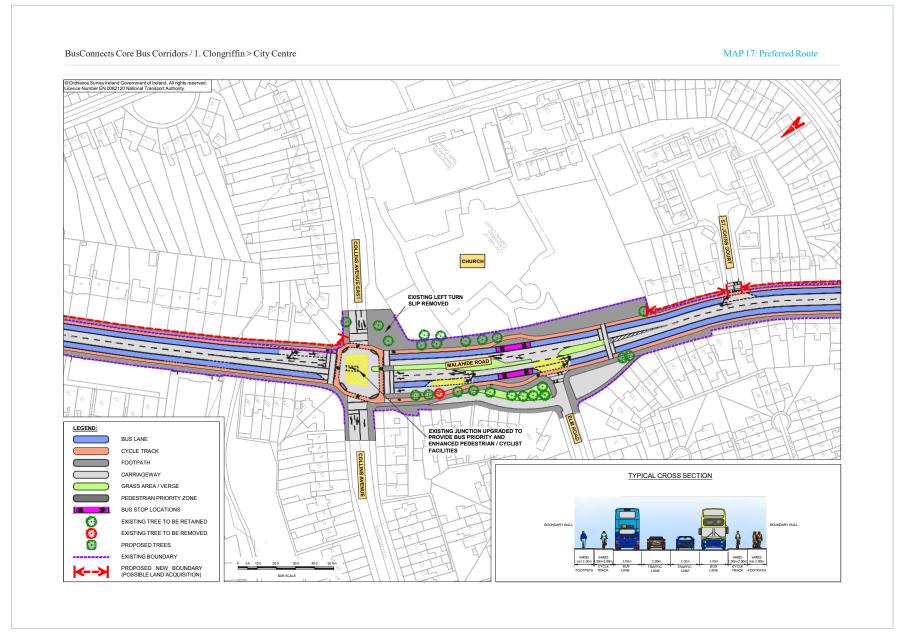




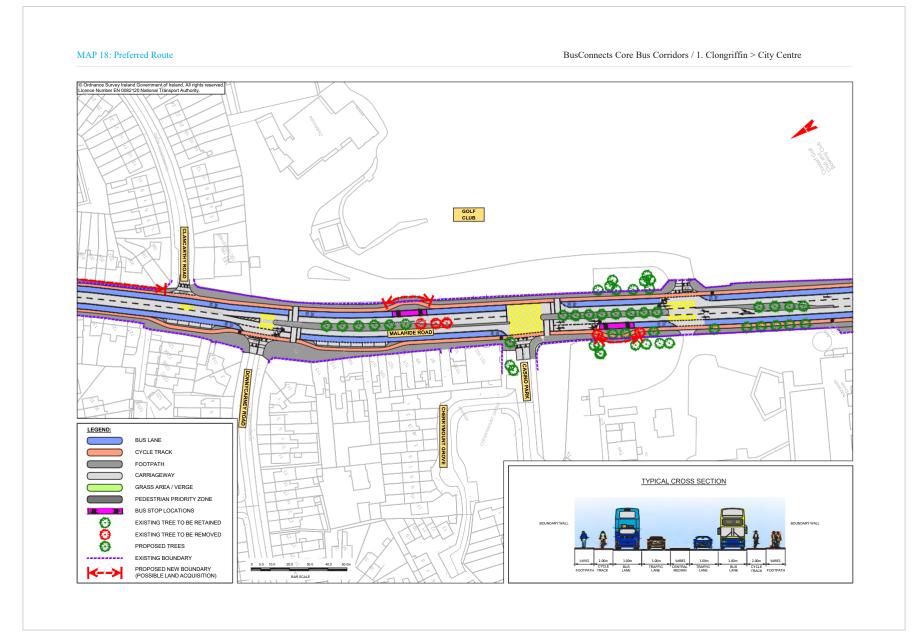


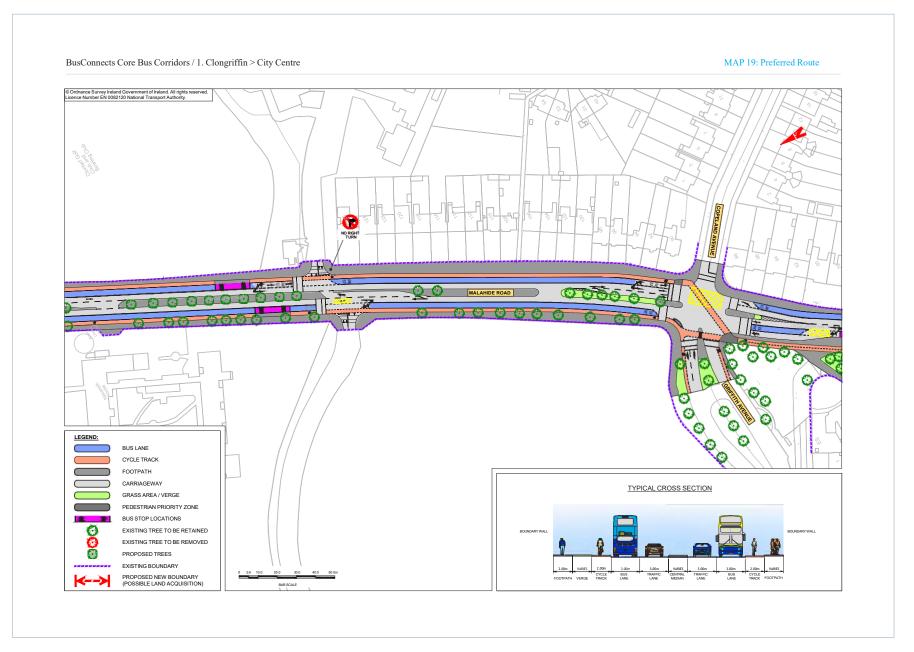




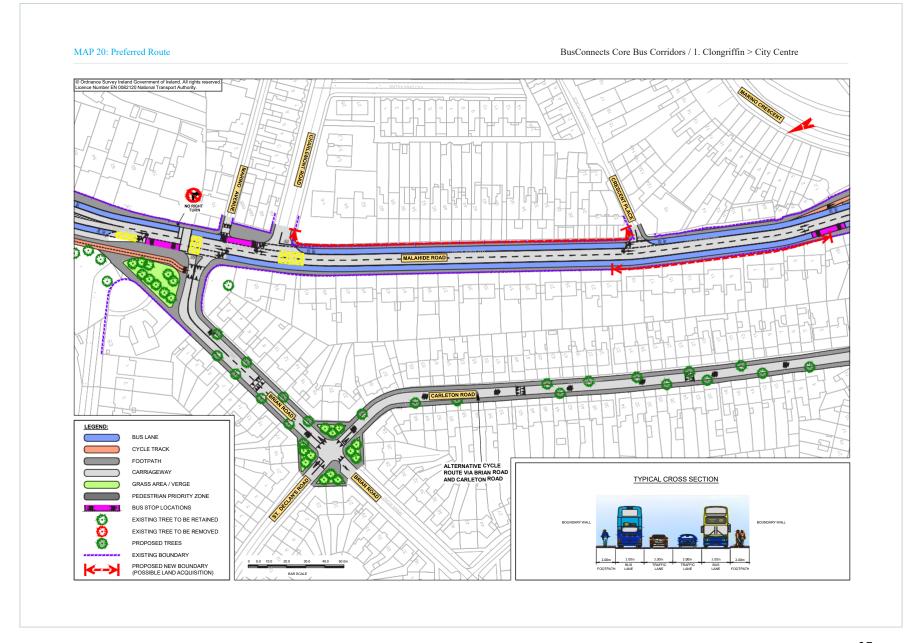


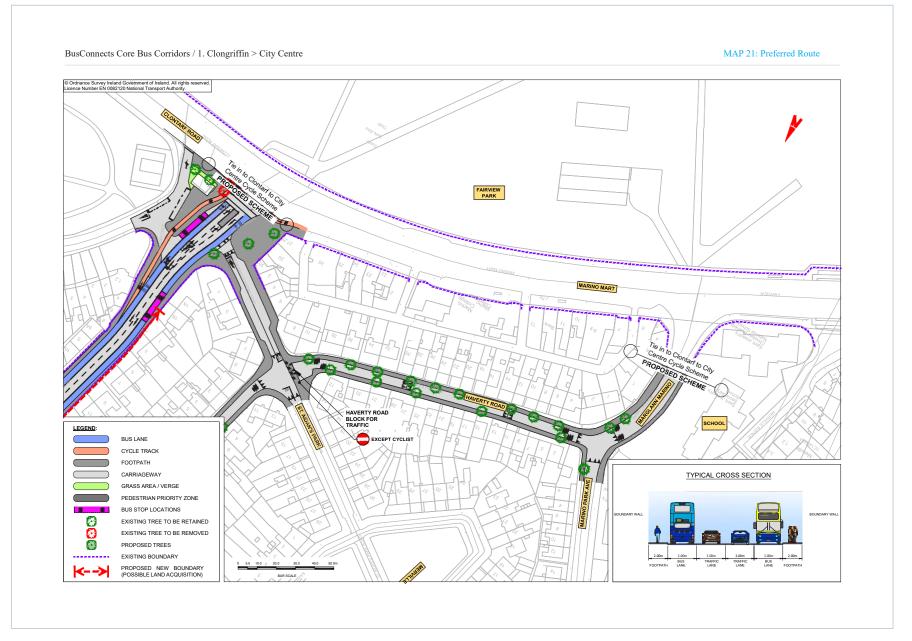












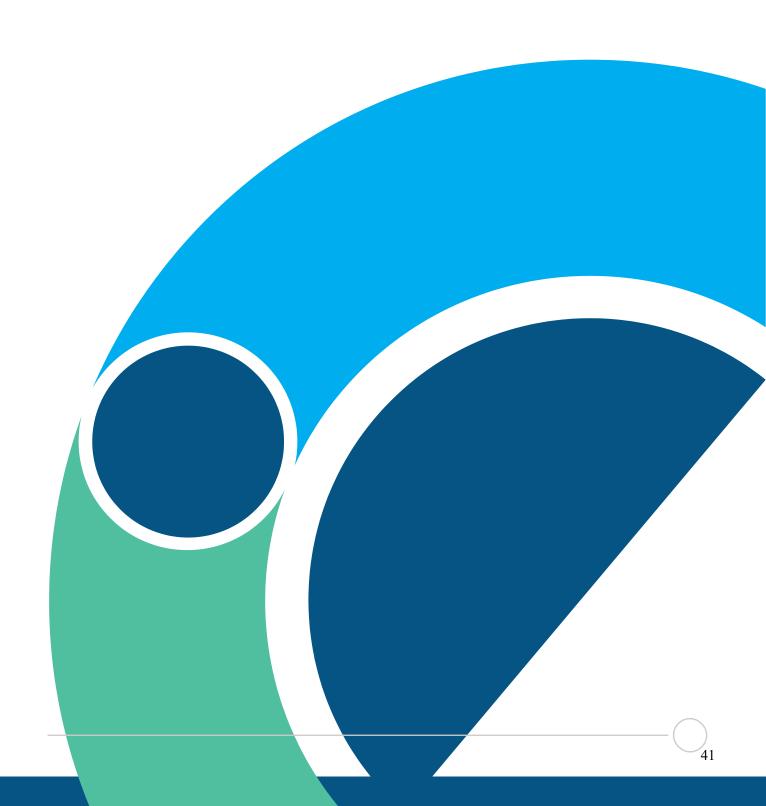




D02 WT20







- 4. Preferred Route Option: Second Round of Non-Statutory Public Consultation 4th March 2020 30th April 2020
 - 4B Public Representative Engagement



Correspondence with local public representatives regarding the launch of the Preferred Route Option non-statutory public consultation on 04 March 2020:

BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

From: cbc

Sent: Monday 2 March 2020 16:19

Subject: BusConnects Dublin - Core Bus Corridor Projects

Second Round Public Consultation



SAVE THE DATE – WEDNESDAY, 04th MARCH 2020

DROP-IN BRIEFING FOR PUBLIC REPRESENTATIVES:

BusConnects Dublin – Core Bus Corridor ProjectsSecond Round
Public Consultation Commences

When: Wednesday, 04th March 2020

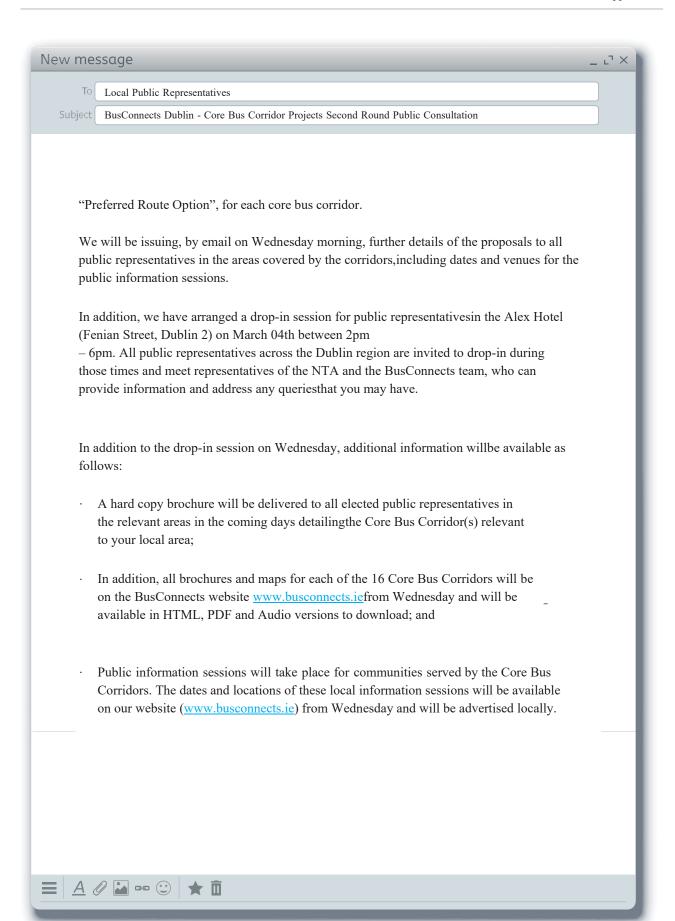
Where: The Alex Hotel, Fenian Street, Dublin D02 H678.

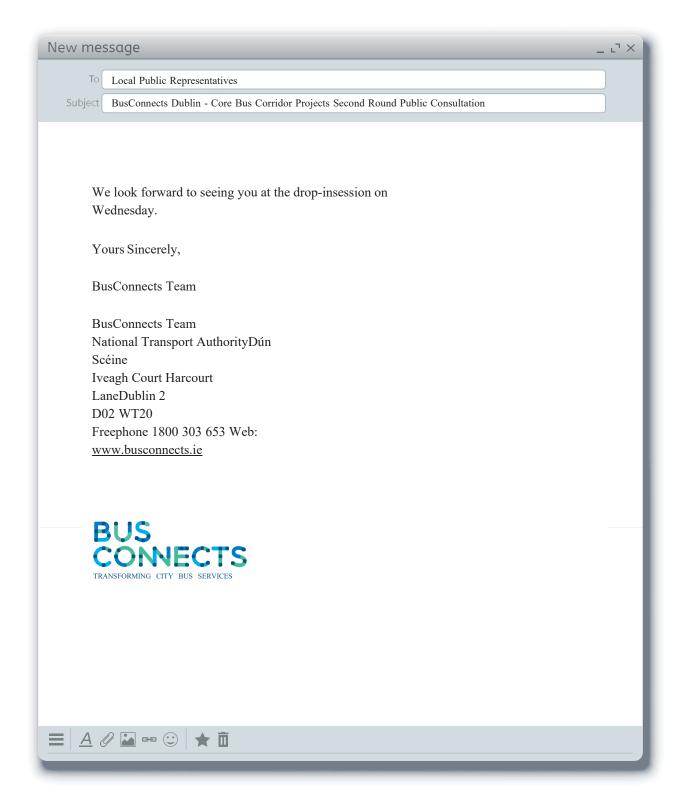
Drop In: Anytime between 2pm until 6pm

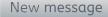
Dear Public Representative

On Wednesday 04th March 2020, the National Transport Authority (NTA) will be publishing, for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation period will run from Wednesday until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the







_ L7 ×

To Local Public Representatives

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation



From: cbc

Sent: Wednesday 4 March 2020 11:35

Subject: BusConnects Dublin - Core Bus Corridor ProjectsSecond

Round Public Consultation

Dear Public Representative,

Today, Wednesday 04th March 2020, the National Transport Authority (NTA) published for public consultation, the Preferred Route Options for the 16 Core Bus Corridors of BusConnects Dublin. The consultation periodwill run from Wednesday 04th March until Friday 17th April 2020.

Last year, we held our first round of public consultation on the Core Bus Corridor projects and approximately 13,000 submissions, including petitions, were received. The NTA have carefully considered these submissions, together with other feedback received from community engagements, and have developed revised proposals, representing the "Preferred Route Option", for each core bus corridor. Details of these revised proposals are now available for review and we welcome all feedback and submissions.

In parallel with this second round of public consultation, work is ongoing on developing the technical, environmental, and transport impact assessment reports necessary for the full evaluation of each corridor as part of the planning process. This requires detailed and comprehensive analysis, coupled with extensive survey work, all of which must be based on the finalised design option. Accordingly, transport assessment reports and environmental reports will not be available until later this year.

It is expected that planning applications for the individual Core Bus Corridors will be submitted, at the end of this year, to An Bord Pleanála for its determination. A statutory consultation process will be undertakenin conjunction with that formal planning application. A timeline for 2020 with the next steps and milestones is attached with this email for your convenience and to help understand all the stages.



New message To Local Public Representatives

On the website www.busconnects.ie you will now find:

• All 16 Preferred Route Options to view and download; A list of

Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

- · public information events dates and locations;
- Traffic Count Data for November 2019 (available from Friday 6th March); and
- Consultation Submission Reports (available from Friday 6th March).

Please be aware that any property owners either potentially impacted or nolonger impacted under the Preferred Route Options have been contacted directly.

Public Information Events

The NTA is fully committed to working with all interested parties in the development of the Core Bus Corridors Project. A serious of public consultation events will be held in venues along these corridors.

Details of these are below and can also be found on the BusConnectswebsite and in local newspapers in the coming weeks.

DATES	CORE BUS CORRIDOR	VENUE'S	Time
Wed 11th March	Clongriffin to City Centre	Bonnington Hotel	11:30am-7:30pm
	Swords to City Centre		
Thurs 12th March	Bray to City Centre	The Talbot Hotel Stillorgan	11:30am-7:30pm
Wed 18th March	Blanchardstown toCity Centre	Crown Plaza Blanchardstown	11:30am-7:30pm
Thurs 19th March	Ringsend to City Centre	Hilton Garden Inn	11:30am-7:30pm
Mon 23rd March	Kimmage to City Centre	Camden Court Hotel	11:30am-7:30pm
	Rathfarnham to City Centre		
Tues 24th March	Ballymun to City Centre	AXIS Centre Ballymun	11:30am-7:30pm
	Finglas to Phibsborough		

CONT.

New message To Local Public Representatives Subject BusConnects Dublin - Core Bus Corridor Projects Second Round Public Consultation

Thurs 26th March	Lucan to City Centre	Clayton Valley Hotel Liffey Valley	11:30am-7:30pm
	Liffey Valley to City Centre		
Mon 30th March	Tallaght to Teren-ure	St Marys RFC	11:30am-7:30pm
Tues 31st March	Clondalkin to Drim- nagh	Our Lady's Hall Drimnagh	11:30am-7:30pm
	Greenhills to City Centre		
Wed 1st April	UCD Ballsbridge to City Centre	The Clayton Hotel Burlington	11:30am-7:30pm
	Blackrock to Merrion		
Fri 3rd April	Combined Routes	Alex Hotel	11:30am-7:30pm

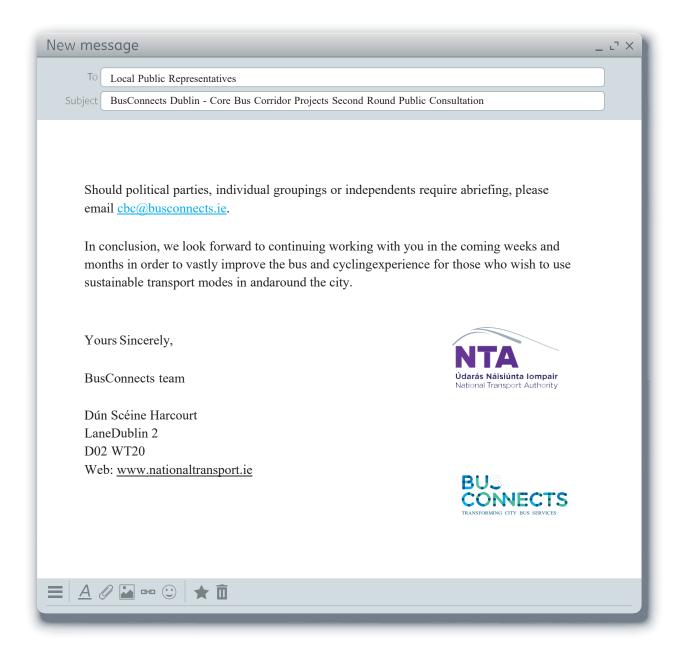
Community Forums

The NTA have found the Community Forums insightful and productive andas such we propose holding another series of forums later in the Summer, when further information, including the outcome of the this second public consultation, is available. These forums will take place before the schemes are submitted to An Bord Pleanála and in advance of the formal statutory consultation process which would takes place once submitted. The current revised designs for the various corridors have already been presented to the Community Forums at the most recent round of meetings.

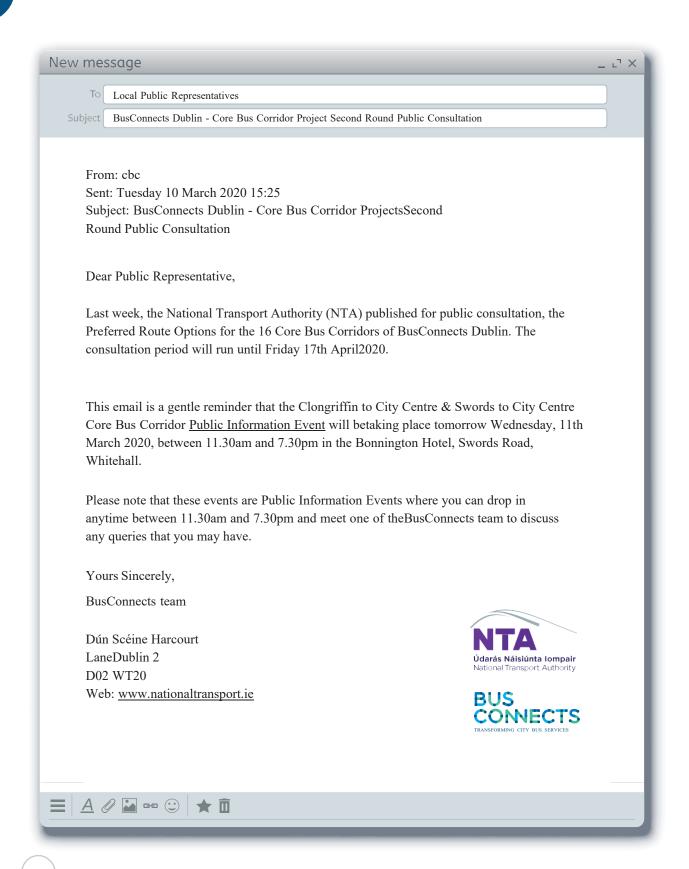
In preparation for the second round of public consultation, please findattached the following documents:

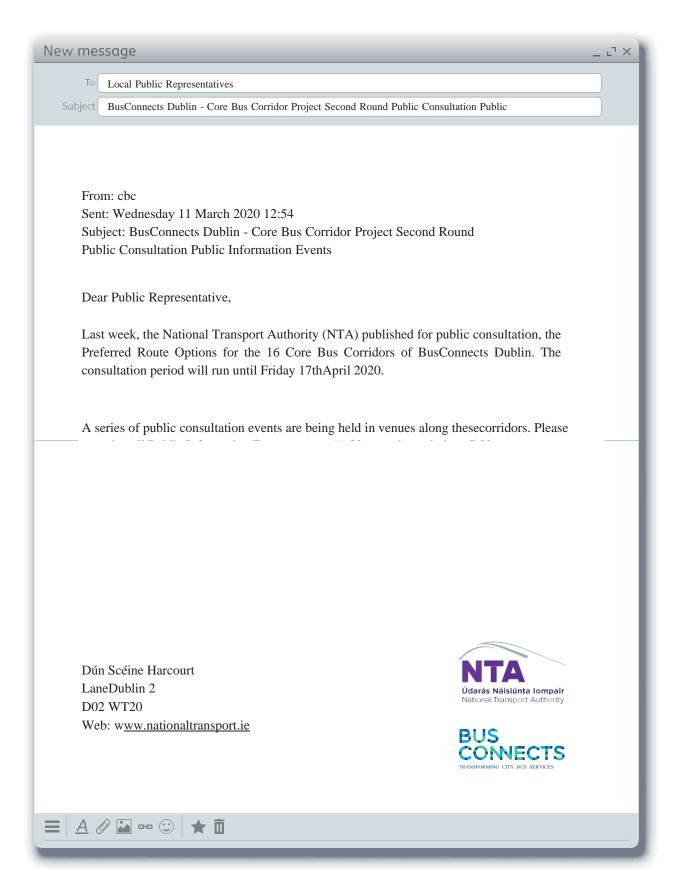
- BusConnects Overview
- Core Bus Corridor Project Timeline
- Public Information Event Schedule.

CONT.

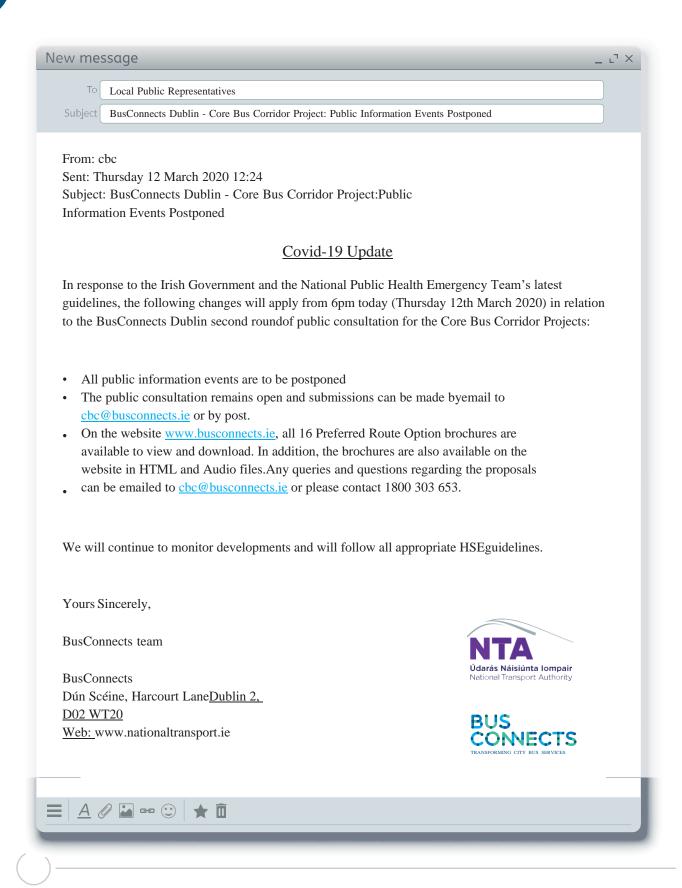


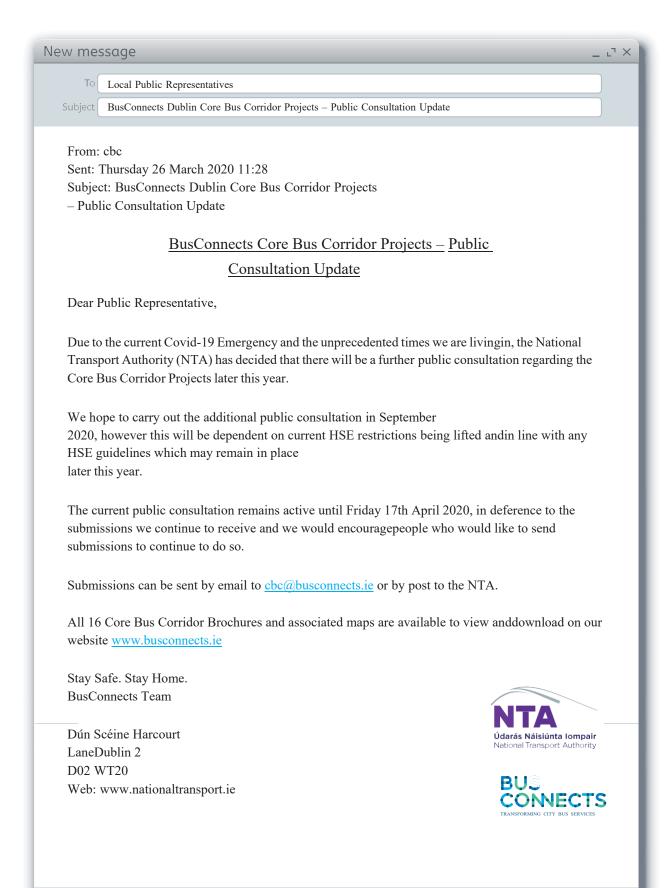
Correspondence with local public representatives regarding public information events for the PreferredRoute Option non-statutory public consultation:





Correspondence with local public representatives with Covid-19 Updates and the Public Information Events being Postponed:



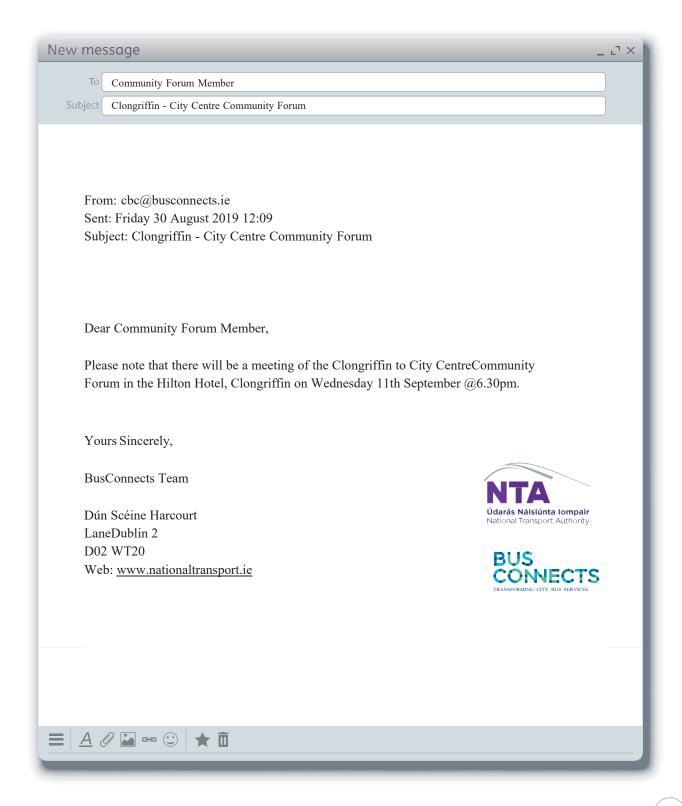


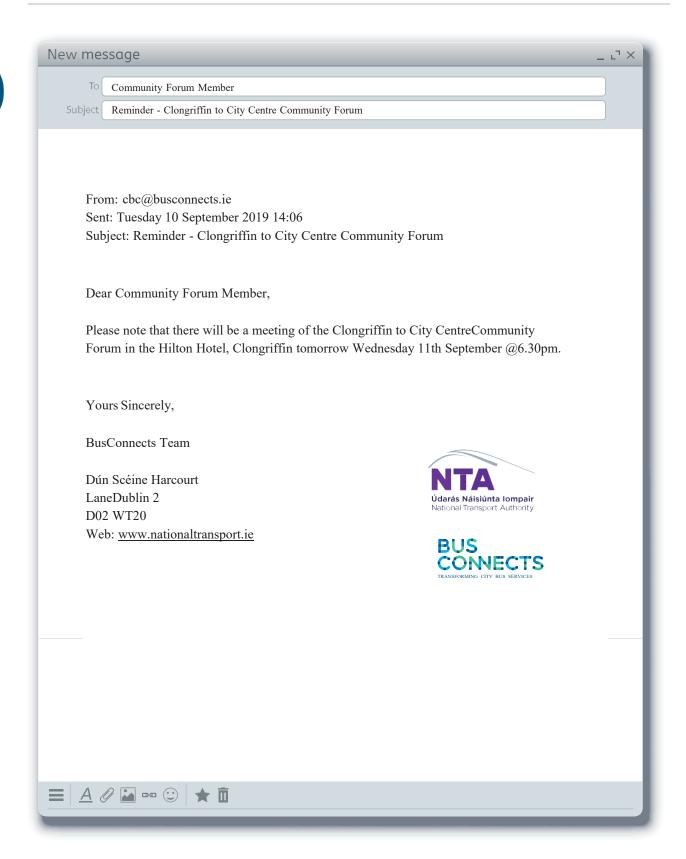
4. Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020 - 30th April 2020

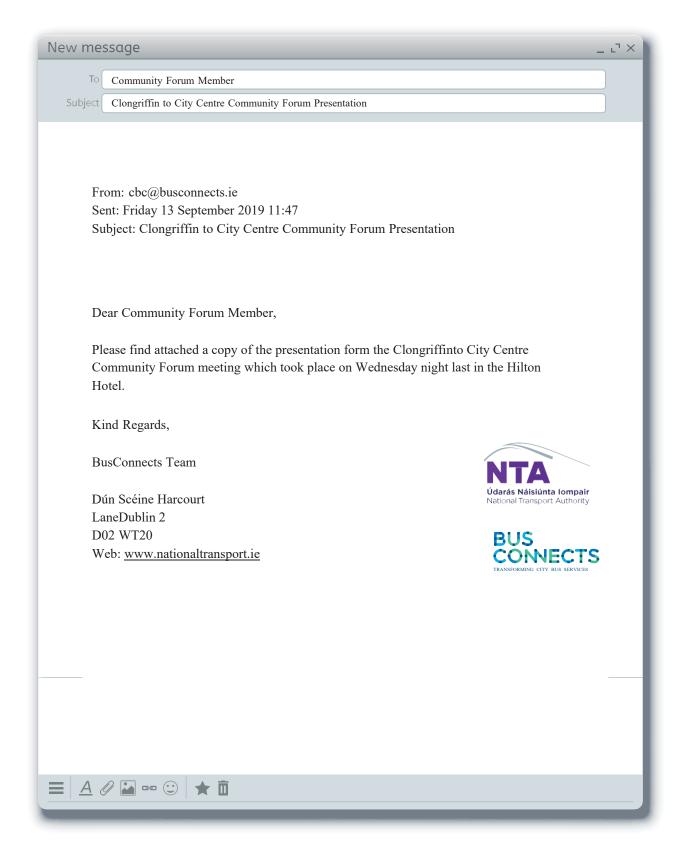


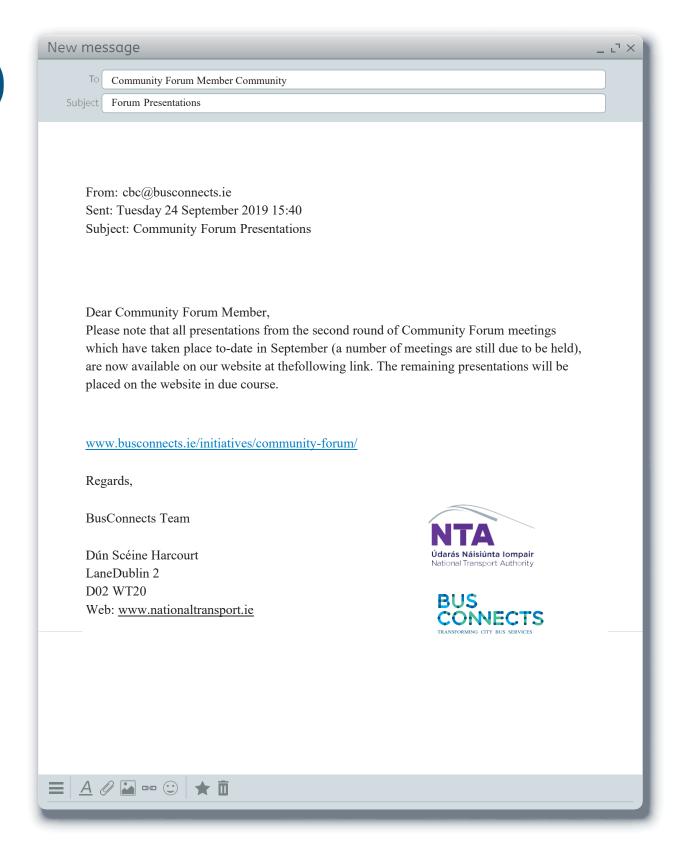


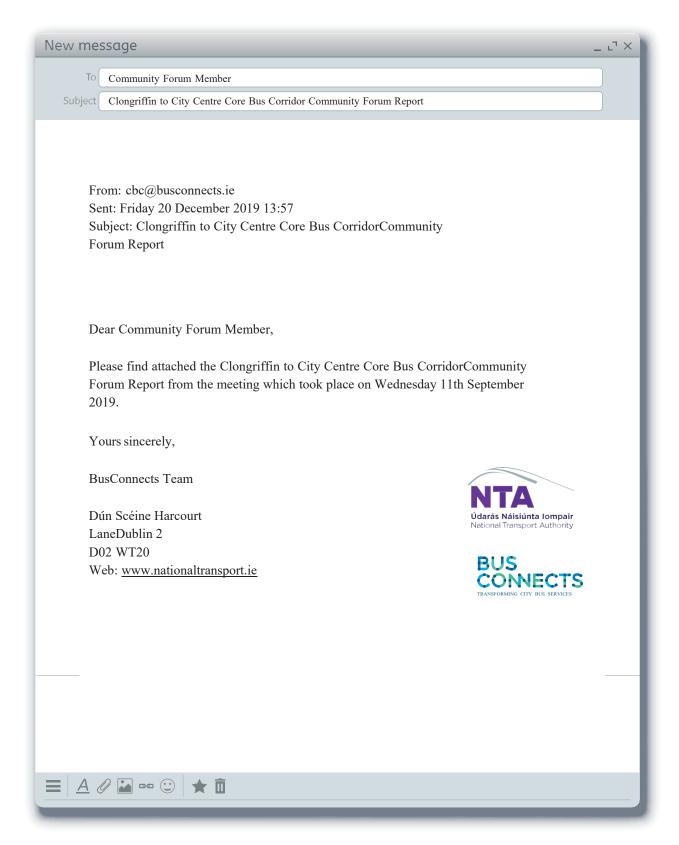
Correspondence with Community Forum Membersregarding the Clongriffin to City Centre Core BusCorridor Community Forum on 11 September 2019in the Hilton Hotel:











BusConnects Dublin Core Bus Corridors - Community Forum Terms of Reference

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM TERMS OF REFERENCE

- Membership of the Community Forum will comprise of two representatives from residents'/community associations, disability groups, special interest groups and business organisations on the corridor, along with local public representatives, together with personnel from the National Transport Authority(NTA).
- 2. Meetings of the Community Forum will be chaired by an independent chairperson.
- The core objective of the Community Forum is to facilitate a two-way dialogueprocess between representatives of communities / groups and the NTA in relation to the Core Bus Corridor proposals.
- 4. It will enable information to be provided more directly by the NTA to the partiesmost impacted by the proposals.
- 5. It will allow concerns about the proposals to be raised by the participants and for the NTA to address and respond to those concerns.
- 6. It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.
- 7. It will assist in enabling the resolution of local issues within the proposals in atimely manner.
- 8. It will allow discussions and suggestions in relation to ideas for urban centreimprovements that could be incorporated into the project.

Clongriffin to City Centre Core Bus Corridor CommunityForum Presentation – 11 September 2019



BUS CONNECTS Introductions CHAIRPERSON - CHARLIE LOWE HUGH CREEGAN - Deputy CEO, NTA CON KEHELY- Senior Project Manager, BusConnects Paula Gillan - Aecom JOSEPH SEYMOUR - Aecom

AGENDA



- · Introduction
- · Overview of BusConnects
- · Recap of Actions
- · Review of Submissions
- · Indications of Designs under Consideration

BUS

Recap of Actions from First Community Forum



- To review width of footpath at Lower Artane Cottages and examine potential of increased widening on opposite site of road.
- To review traffic movements from Fairview into Marino Mart and consider use of bollards to reduce through running.
- To refine the layouts for cycling at junctions along scheme.

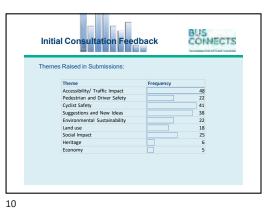
All actions for delivery as part of next design stage of project.



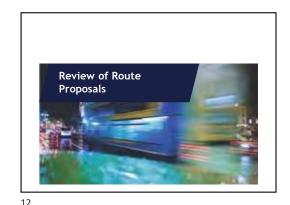






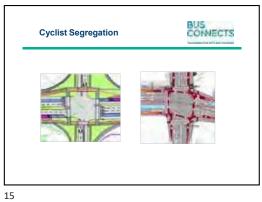


Submissions Summary Main Issues CONNECTS Main Issues Raised Road User Impacts Cycling Facilities Property Impacts Urban Design Impact 11























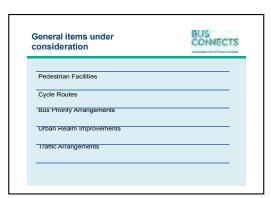
BUS CONNECTS Marino.



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Clongriffin to City Centre Core Bus Corridor CommunityForum Presentation – 11 tember 2019



Clongriffin to City Centre Community Forum Report

Date: Wed 11th September 2019 **Location:** Hilton Hotel, Clongriffin

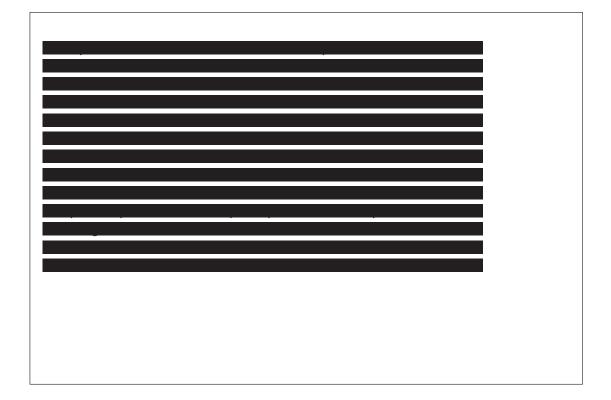
Meeting Number: 2 Chair: Charlie Lowe

Corridor: Clongriffin to City Centre Core Bus Corridor.

NTA Participants: Hugh Creegan; Con Kehely; Paula Gillan (Aecom); Joseph Seymour

(Aecom).

Attendees (signed in):





TRANSFORMING CITY BUS SERVICES

Topics

- Level of segregation for cyclists.
- Interaction with bus network redesign including services and routes.
- Lower Artane Cottages.
- Haverty Road.
- Property devaluation.
- · Continuity of cycling route.
- Enforcement.
- Level of consideration of pedestrians.
- Consultation process and timeline.
- Park and ride provision.
- Streetscape improvements.
- Crossing for cyclists on Malahide Road at Brian Road.

Actions

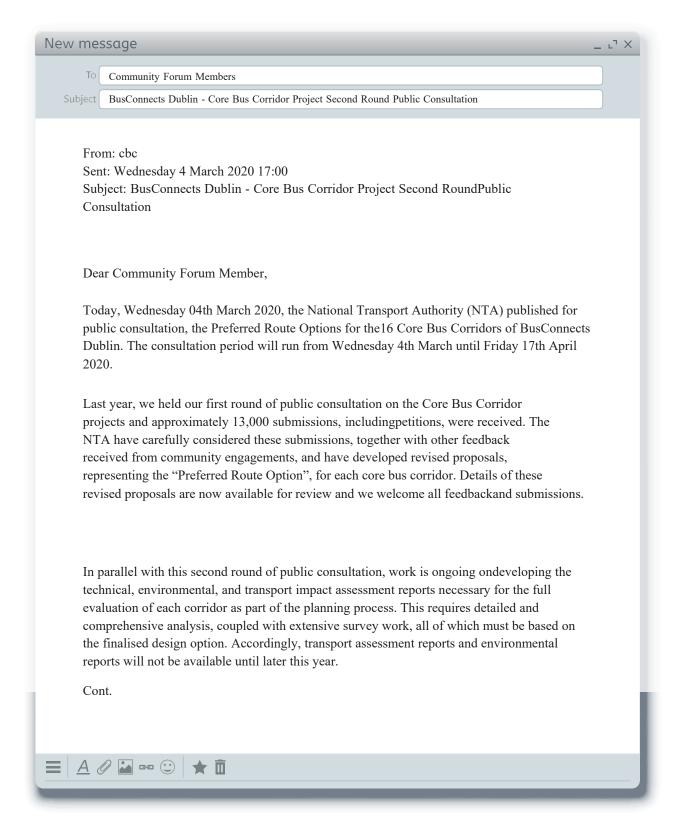
- To refine the layouts for cycling at junctions along scheme.
- To review pedestrian arrangements.
- · Review enforcement requirements along the route.

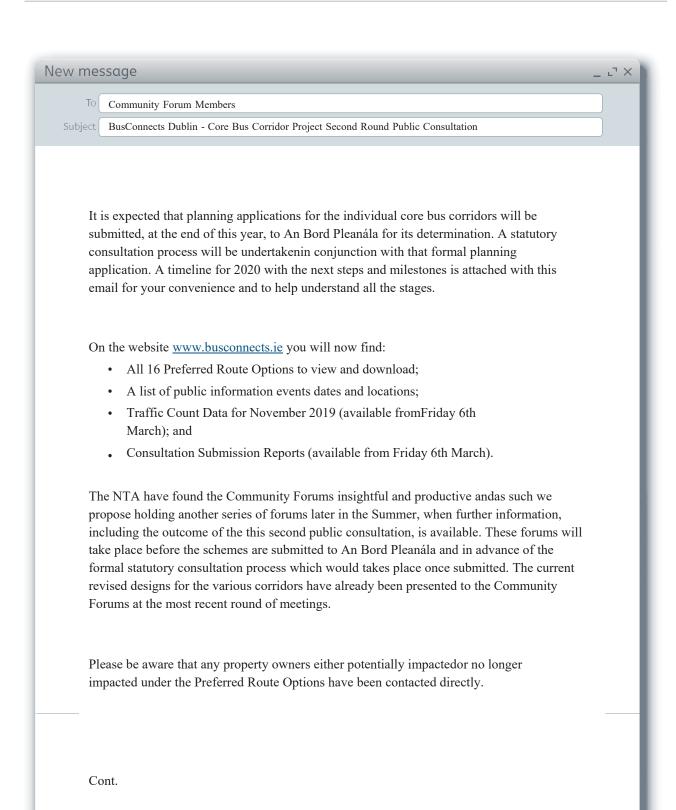
All actions for delivery as part of next design stage of project.

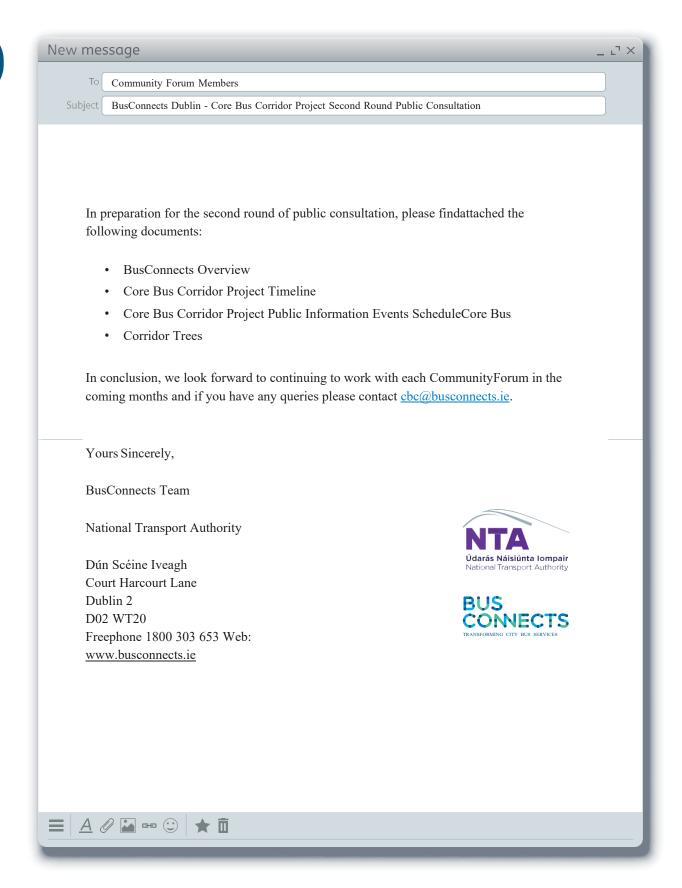
Date of next

Date to be confirmed. Registered forum members to be contacted in due course.

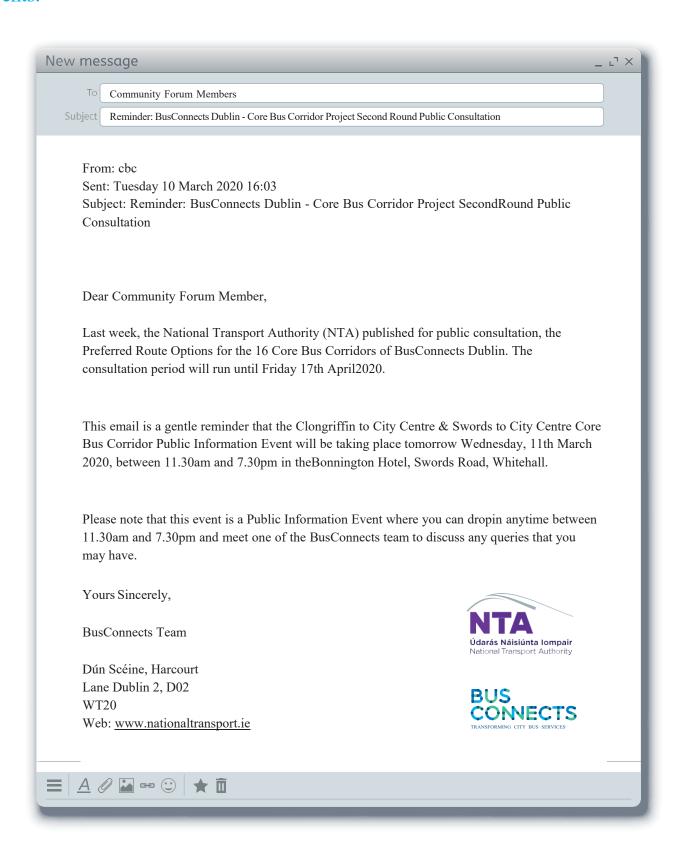
Correspondence to Community Forum Membersregarding the launch on 04 March



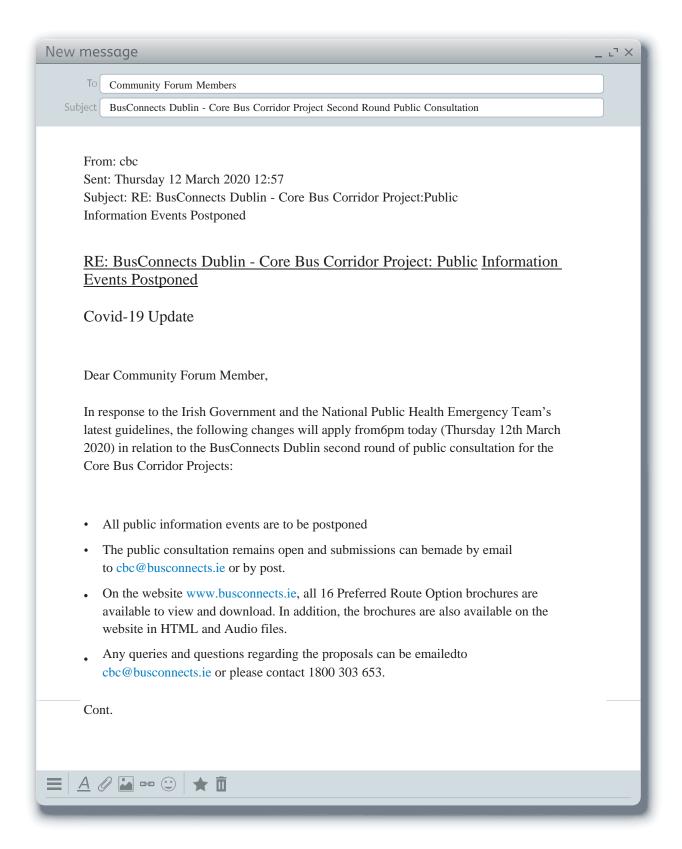


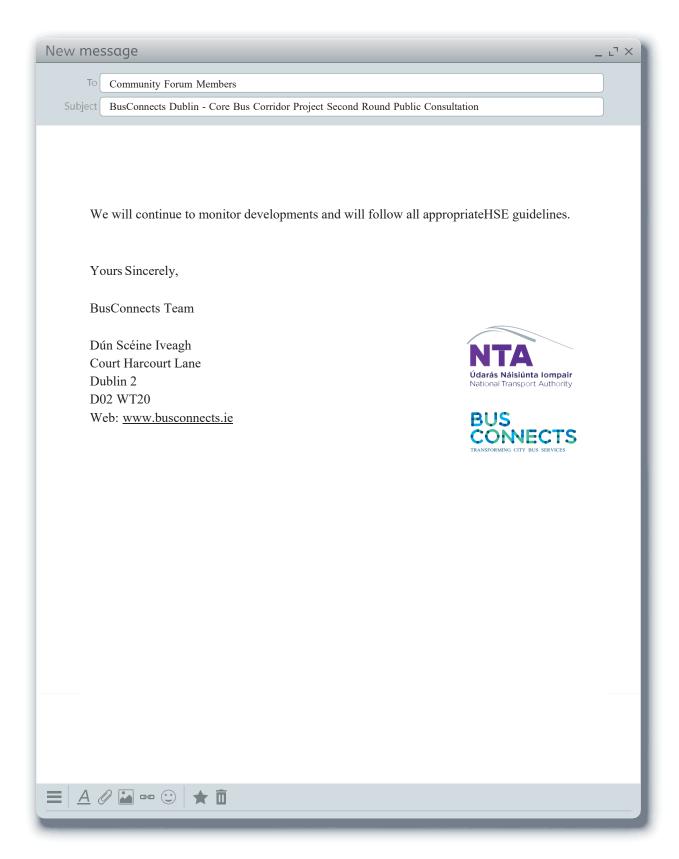


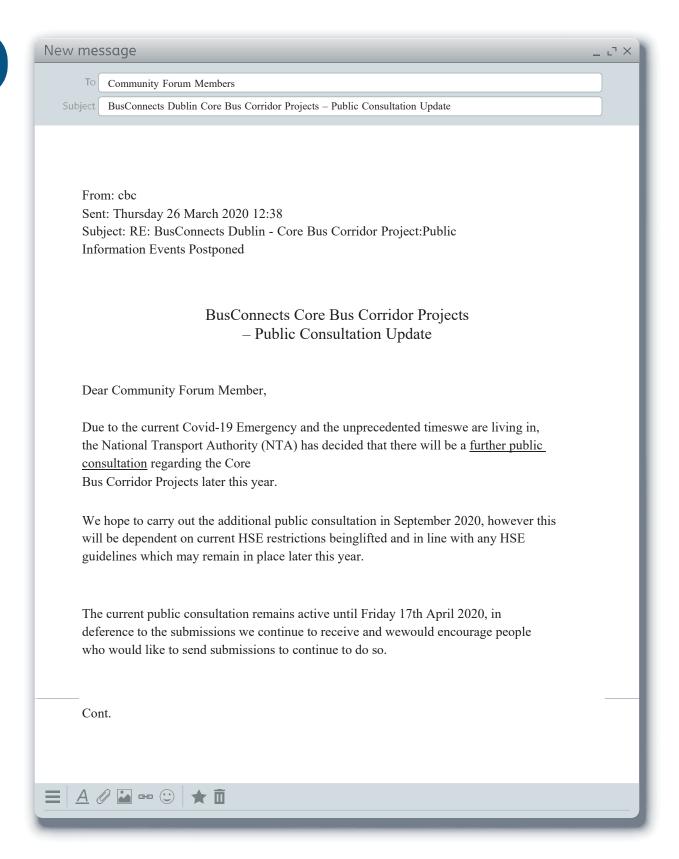
Correspondence with Community Forum Members regarding the Public Information Events:

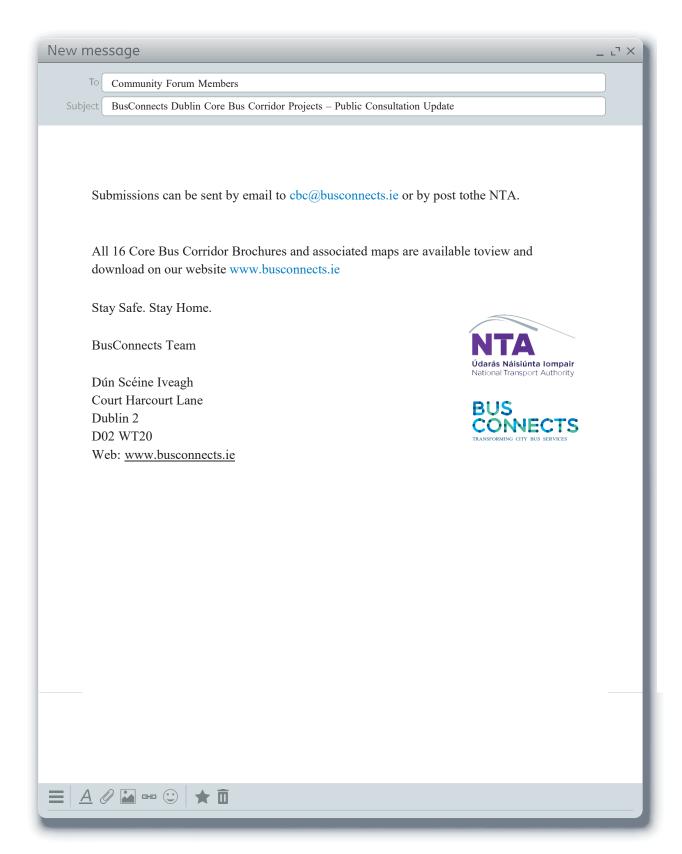


Correspondence with Community Forum Members regarding Covid-19 Updates and Public Information Events being Postponed:









- 4. Preferred Route Option: Second Round of Non Statutory Public Consultation 4th March 2020 30th April 2020
 - 4D Potentially Impacted Properties Engagement



Continually Impacted Property Letter issued 2 March 2020:

(Name & Address)

Dun Schine, Lana Fhearchair
Belle Atha Chath 2, DOZ W120
Dun Schine, Harcourt Lane
Dublin 2, DOZ W120

£ OT 879 8200

Info@mationaltransport.ie
www.nationaltransport.ie

Date: 2nd March 2020Ref:

INFORMATION NOTICE Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin'sbus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will

effectively deliver continuous bus lanes, on the key bus routes across the city alongwith improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

Cont.

Tabhair cuairt ar www.Transportforireland.ie le haghaidh eolais agus seirbháil iompair phoibil do chustaimeiri Visit www.Transportforireland.ie for public transport customer information and services. A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

A letter was previously sent to this property advising that it was identified as being potentially impacted by the project, and an opportunity was given to meetNTA personnel to discuss the potential impacts. The purpose of this letter is

to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor may continue to impact on partof the property. A layout map showing an indicative layout in the vicinity of the

property can be found on Map of the Public Consultation Document, whichwill be published on our website www.busconnects.ie on 4 March 2020, and a brochure will be sent to you shortly.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental andtransport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would again welcome the opportunity to meet with you in relation to theseproposals, to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call 1800 303 653 to arrange a time and date at your earliest convenience.
Yours sincerely,
BusConnects Infrastructure Dublin, National Transport Authority

Newly Impacted Property Letter issued 2 March 2020:

(Name & Address)

Dún Scéine, Lâna Fhearchair
Baile Atha Cliath 2, DO2 W120

Diar Scéine, Harcourt Laine
Dublin 2, DO2 W120

t Of 879 8200

Info@nationaltransport.in

www.nationaltransport.in

Date: 2nd March 2020Ref:

INFORMATION NOTICE Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin'sbus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will

effectively deliver continuous bus lanes, on the key bus routes across the city alongwith improved pedestrian and cycling facilities along these Core Bus Corridors, building a sustainable city and addressing climate change.

A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to

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Tabhair cuairt ar www.Transportforireland.le le haghaidh eolais agus seirbháil iompair phoiblí do chustaimeiri Visit www.Transportforireland.le foe publis transport customer information and services. the Core Bus Corridor proposals. This review coupled with updated topographical survey information has led to changes to the proposals culminating in a Preferred Route proposal.

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The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental andtransport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-onebasis, what this may mean for you and what the next steps will be over the comingmonths and years. If you wish to avail of this meeting please call 1800 303 653 to arrange a time and date at your earliest convenience.

Yours sincerely, BusConnects Infrastructure Dublin,National Transport Authority

No Longer Impacted Property Letter issued 2 March 2020:

(Name & Address)

Dun Sceine, Lana Fhearchair
Base Atha Chath 2, DO2 W120
Dun Sceine, Harcouff Lane
Dublin 2, DO2 W120

t O1 879 8200

Info Enational transport is

www.nationaltransport.is

Date: 2nd March 2020Ref:

INFORMATION NOTICE Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin'sbus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of bus journey on the busy corridors. A key part of the BusConnects project is the development of sixteen "Core Bus Corridors" or CBCs. These corridors will

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A consultation on an Emerging Preferred Route for each corridor concluded in 2019. Following this public consultation process the NTA and its service providers have reviewed the submissions from the public to consider any changes appropriate to

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A letter was previously sent to this property advising that it was identified as being potentially impacted by the Emerging Preferred Scheme, and an opportunity was given to meet NTA personnel to discuss the potential impacts. The purpose of this letter is to inform you that the proposals contained in the Preferred Route Option for the to City Centre Core Bus Corridor indicate that this property is nolonger potentially impacted.

Please note these are proposals only and as such are not fixed or finalised

The new proposals will be published on our website www.busconnects.ie on 4 March 2020, at which point the NTA will be welcoming feedback as part of the public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process. Consequently future amendments to the plans could potentially result in the property again being impacted.

Any decision to proceed with this project will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, an environmental andtransport impact assessment. The statutory planning application will not be made before the fourth quarter of 2020. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

If you require any clarification regarding this letter please call 1800 303 653. A project team representative will respond to your query. Once the consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take partin the consultation will be made available on our website www.busconnects.ie

Yours sincerely, BusConnects Infrastructure Dublin,National Transport Authority Preferred Route Option: Second Round of Non Statutory Public Consultation – 4th March 2020 - 30th April 2020



Website & Digital Resources



Preferred Route Option: Second Round of Non-Statutory Public Consultation (4th March 2020 – 30th April 2020) Website & Published Material:

Preferred route information brochures for each of the 16 core bus corridors

Bróisiúr Faisnéise, preferred route information brochure for eachof the 16 core bus corridors in Irish

Easy read versions of information brochure for each of the 16 core bus corridors

Text only HTML files of information brochure for each of the 16 core bus corridors

Audio files of information brochure for each of the 16 core bus corridors

Consultation submissions reports for each of the 16 core bus corridors from the first round of public consultation

Community forum presentations from the 2nd round of public consultation

Presentations from meetings with local groups during the public consultation

Traffic count Data reports for each of the 16 corridors, ATCs, JTCs and pedestrian surveys

4. Preferred Route Option: Second Round of Non Statutory Public Consultation – 4th March 2020 - 30th April 2020

4F Press Release & Media Engagement



Press release issued for launch of Second Round of Public Consultation on 4th March 2020:

PRESS RELEASE

NTA LAUNCHES SECOND ROUND CONSULTATION ON THE CORE BUS CORRIDOR PROJECTS

Preferred Route Options for 16 Core Bus Corridors included in second round consultation

Revisions ensure 42% reduction in properties impacted by the plans

Majority of landmark trees in historic areas of Dublin no longer impacted

4th March 2020 – The National Transport Authority (NTA) has today launched the second round of public consultation on the sixteen core bus corridors earmarked for development as part of the BusConnects programme.

The latest round of public consultation on the Core Bus

Corridor Projects centres on the Preferred Route Options for all sixteen corridors. This comes following the first round of public consultation on the Emerging Preferred Routes in late 2018 and early 2019.

The BusConnects programme is an integral element of Project Ireland 2040, the Transport Strategy for the Greater Dublin Area 2016-2035 and the Climate Action Plan published in June 2019. Its aim is to develop an enhanced bus system that is better for the city, its people and the environment.

By delivering 230km of continuous bus priority and 200kms of cycle tracks, the Core Bus Corridor Projects will help more people from their cars to a better, more reliable and more efficient bus system is a critical element in reducing carbon emissions and congestion in the capital city.

During the six-month consultation process, the NTA received approximately 13,000 written submissions, including those with multiple signatories.

Community Forums were also established for each corridor to enable a two-way dialogue with local communities where solutions to certain challenges were co-created.

Despite the issues varying across each corridor, a number of common issues were identified including the potential impact on properties.

Following extensive engagement with the local communities across Dublin, the NTA's revised proposals contain several design changes that aim to minimise the impact of the project on properties while maintaining bus priority and enhancing cycling facilities.

Revisions to the initial proposals have ensured a 42% decrease in the number of properties impacted by the project, with:

 A Bus Gate at Ravensdale Park eliminating the need for land acquisition on this part of the Kimmage to City Centre corridor

- Signal Controlled Priority on either side of Templeogue Village reducing the need for road widening along this section
- A one-way inbound system on Rathgar Road removing the need for land take on that segment of the Rathfarnham to City Centre corridor
- Signal Controlled Priority along Rathfarnham Road reducing the impact on properties along a section of the Rathfarnham to City Centre corridor
- An altered road layout and Signal Controlled Priority significantly reducing land acquisition on Crumlin Road along the Greenhills to City Centre corridor
- An adjustment to the road layout on the Rock Road between Booterstown Avenue and Blackrock Clinic reducing the need for land take along this segment of the Blackrock to Merrion corridor

One of the biggest concerns raised during the first round of consultation was the removal of trees in historic areas of the city. The NTA has introduced multiple changes to protect longestablished trees in historic parts of Dublin, which have resulted in:

- No tree being removed along Rathgar Road
- All trees on the residential side of Nutley Lane being retained
- Up to 90% of existing mature trees being retained on Baggot Street Upper and Lower
- Up to 90% of existing mature tress along Pembroke Road being retained
- 80% of trees along Merrion Road being maintained
- Over 85% of existing tress along St. Mobhi Road being retained
- 75% reduction in the number of trees along Finglas Road being removed

This has been achieved through the maximisation of existing road space by new one-way systems, the introduction of Signal Controlled Priority Bus Gates and off route cycle tracks.

Less developed trees along a select number of Core Bus Corridors have been identified for replacement to ensure the provision of safe cycling infrastructure. This follows extensive topographical surveys in recent months. Included is a new two-way segregated cycletrack running inside the grounds of the Hermitage Golf Club on the Lucan to City Centre corridor.

A comprehensive replanting programme will ensure more trees are replaced than are removed during the development of Core Bus Corridor Projects.

Consultation on the revised proposals begins today and runs until Friday, 17th April. A series of information events will be hosted across the Greater Dublin Area during March. Dates, times and venues are available at www.busconnects.ie.

All submissions in the second round of public consultation will be reviewed by the NTA.

Technical, environmental, and transport impact assessment work will then take place with final plans due to be presented to An Bord Pleanála for statutory approval in the fourth quarter of 2020.

Anne Graham, NTA Chief Executive Officer said: "In 2018, we first unveiled our plan to deliver continuous bus priority along Dublin's busiest bus corridors and high-quality cycling facilities. Through extensive public consultation and direct engagement with communities across the region, concern along each of the sixteen routes.

"We have responded constructively to the issued raised and have put forward alternative proposals that help to mitigate many of these challenges raised by the public. This has helped to dramatically reduce the number of properties that will be impacted and to work with communities to create new public realms across the city.

"Considerable emphasis has been given to meeting the needs of the increasing number across the city choosing to cycle to work and college. We're proposing modern infrastructure that will provide new options for children and their families to be able to cycle safety both between, and within, their local communities.

"I'm confident that the revised routes will greatly improve journey times and most importantly will reduce CO2 emissions by having more people move from their car and we've been able to pinpoint areas onto the bus. We are also moving of forward to creating a fleet of low emissions vehicles with half of the fleet due to be converted to low emission buses by 2023.

> "Although we are aware that a project of this scale and investment will bring challenges, BusConnects is needed now more than ever. With our cities growing, continuous bus priority and more cycle lanes will be needed to create a sustainable public transport system fit for the future.

"I would invite the people of Dublin to share their views on the Preferred Route Options in the coming weeks."

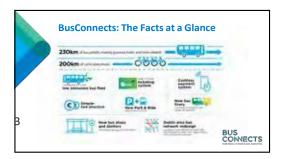
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Media briefing presentation:





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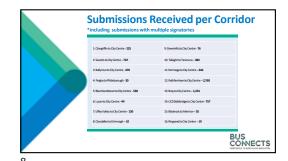




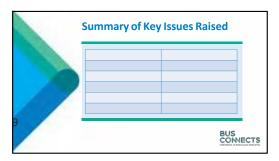




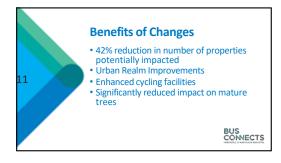




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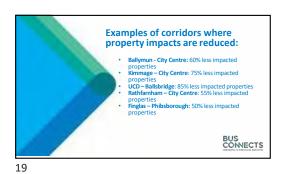














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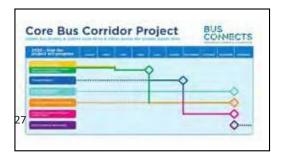
















Media Plan

For the second Round of Non - Statutory Public Consultation, we used Radio, Press and Digital.

(Radio was paused on the 15th March 2020, press ran until the 12th March 2020 and digital was paused on the 18th March following the emergence of Covid-19).

Radio was planned to reach Dublin and the Greater Dublin Area audience, extending into Wicklow. A mixture of national and regional stations gave us strong coverage for the two weeks the campaign was on-air for. Today FM and Newstalk are national stations and index high for the Dublin commuter audience. Regional stations, 98FM, FM104 and Nova focused on the Dublin region, while East Coast FM gave us presence in Wicklow.

National print titles were used to gain broad reach. Regional print titles were used to support this and covered Dublin city and Greater Dublin, including Wicklow.

For Digital, we included Social, Display and Near Targeting. NEAR activity allows us to target users on mobile devices within specific geo-fenced areas. For Near we targeted busy commuter routes, all major hospitals, shopping centres and universities/colleges in Dublin city.

Core Bus Corridor Preferred Route Option Second Round Public Consultation Media vertising- Launched 4th March 2020:

Press						
2 press ads – Official launch andPublic Info Events	13 editions	Irish Times Irish Indo Herald Dublin People Dublin Gazette (City, North, West and South)Echo (Tallaght and Clondalkin) Wicklow Times (North and South) Wicklow People Ads re: Public Info Events due to be published after 12th March 2020 werecancelled due to Covid 19 ie: Dublin People – March 16th and 23rd 2020 Dublin Gazette – March 19th and 26th 2020				
Radio						
2 radio ads	6 radio stations	Today FM 98 FM Newstalk FM104 East Coast Nova				
ООН						
Bus Shelter, on boardbus, Luas Columns, on board Luas		160 bus shelters Dublin Bus A2 x 500GAI A2 x 40 24 x Luas Portraits @ Red Line 31 x Luas Portraits @ Green Line72 x Luas Straplines @ Red Line 57 x Luas Straplines @ Green Line15 x Luas Columns @ Both Lines				
Social/Digital	Social/Digital					
Video with VO and static images		Twitter, Instagram, Facebook				

Radio script:



Radio Script

Client: NTA	Product: BusConnects	Title: P1 - Launch
	Length: 30"	Date: 11/2/20

VO1: Our goal is a more efficient, cleaner, greener city.

VO2: This March BusConnects will hold a second round of public consultation for the Core Bus Corridors Project.

VO1: So you can see the work we've done so far and get involved in the next steps;

VO2: two hundred and thirty (230) kilometres of bus priority and two hundred (200) kilometres of cycle tracks and lanes.

VO1: Providing reliable bus services, reducing congestion and pollution, all while improving the city for cyclists.

VO2: Visit busconnects.ie to have your say.

VO1: BusConnects is an initiative of the Government of Ireland 4. Preferred Route Option: Second Round of Non Statutory Public Consultation – 4th March 2020 - 30th April 2020

4G Advertising



Press Advertisement for launch:



Press Advertisement for Public Consultation Information Events:



Press advertisement published in the Dublin Gazette – 05 March 2020:



Press advertisement published in the The Irish Times – 05 March 2020:



Press advertisement published in the Herald – 05 March 2020:



Press advertisement published in the The Echo -05 March 2020:



Press advertisement published in the Irish Independent – 05 March 2020:



Press advertisement published in the The Herald – 06 March 2020:



Press advertisement published in the Wicklow Times – 10 March 2020:

Times GREENS DON'T

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NEWS 3

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Harris raises the need for increased police presence

Minister Stimon Harris has written to the Minister for Justice about the need for an increment police process in Charleshand and Emisherry.

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Press advertisement published in the Southside People – 11 March 2020:

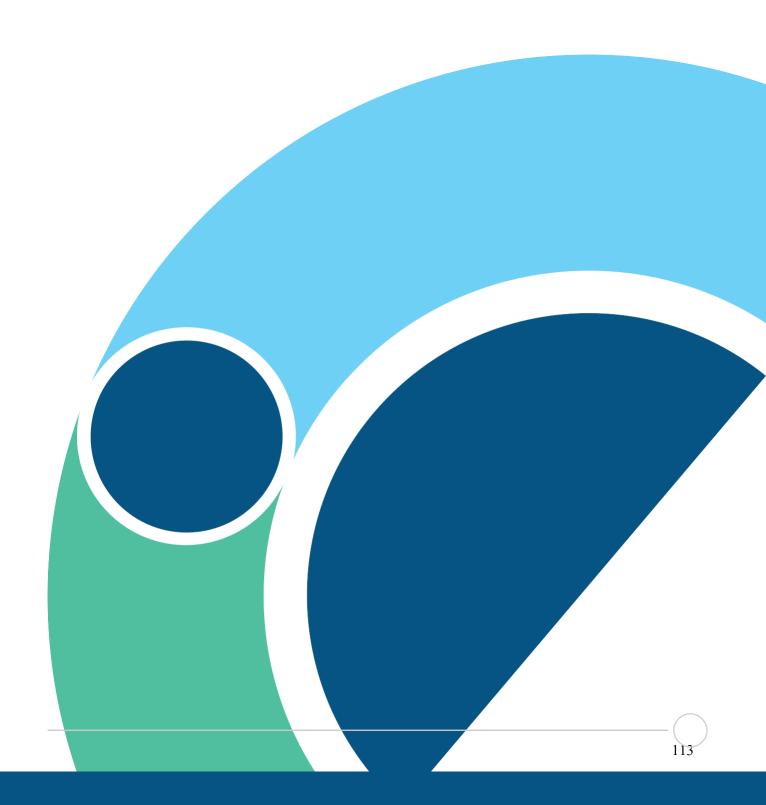


Press advertisement published in the Dublin Gazette – 12 March 2020:



Press advertisement published in the The Echo – 12 March 2020:





5. Preferred Route Option: Third Round of Non-Statutory Public Consultation - 4th November 2020 – 16th December 2020

Clongriffin to City Centre Core Bus Corridor

- 5A Preferred Route Option Brochure November 2020-
 - English
 - Irish Cover
 - Easy to read



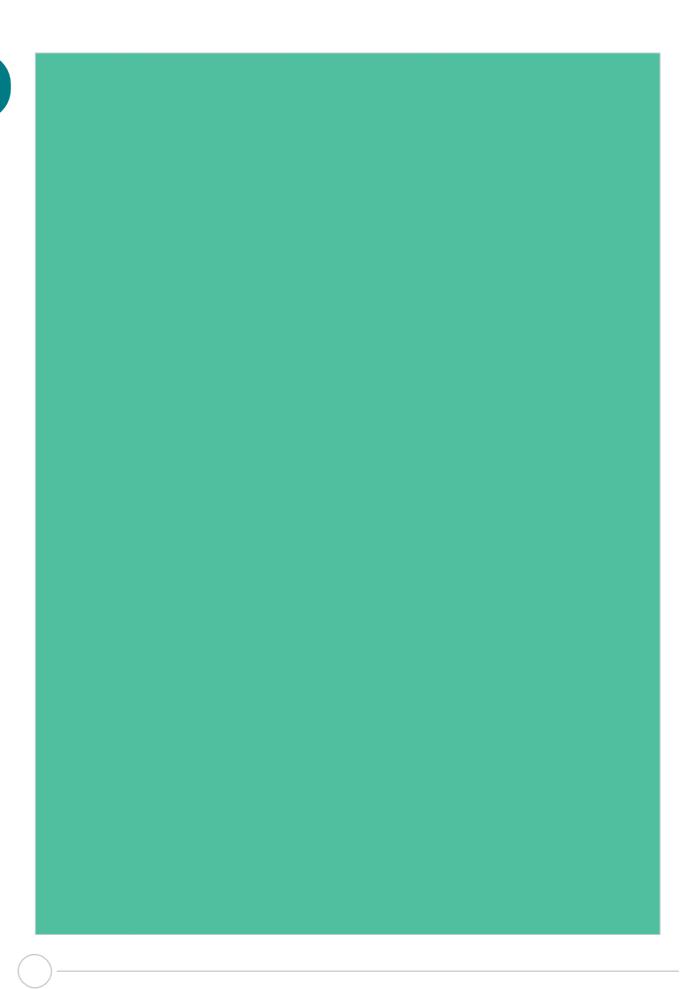
Clongriffin to City Centre

Core Bus Corridor Preferred Route Third Round of Public Consultation November 2020









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BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

1. Introduction

1.1 What is BusConnects?

BusConnects is the National Transport Authority's (NTA) programme to greatly improve bus and sustainable transport services. It is a key part of the Government's polices to improve public transport and address climate change in Dublin and other cities. Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects isto deliver an enhanced bus system that is betterfor the city, its people and the environment.

BusConnects is included in the Programme for Government "Our Shared Future" 2020, as well as within the following Government strategies:

- Head The National Development Plan 2018 2027;
- Ĥ Transport Strategy for the Greater Dublin Area 2016 - 2035
- Ĥ The Climate Action Plan 2019.





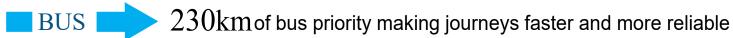






BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

BusConnects Dublin is a programme of 9 elements









Transitioning to a new low emissions bus fleet











providing a common style across all operators



New bus stopsand 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

1.2 What are the aims and objectives of BusConnects Core Bus Corridors?

Aims: The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

Objectives:



Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctualitythrough the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



Enhance the potential for cyclingby providing safe infrastructure for cycling, segregated from general trafficwherever practicable;



Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;



Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks:



Improve accessibility to jobs, education and other social and economic opportunities throughthe provision of improved sustainable connectivity and integration with other public transport services; and



Ensure that the public realm is carefully considered in the design and development of the transport infrastructure andseek to enhance key urban focal

where appropriate and feasible.

BusConnectsCoreBusCorridors/1.Clongriffin>CityCentre

1.3 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation regarding proposals for the Emerging Preferred Routes of 16 Core Bus Corridors(CBC) across Dublin. During this first round of consultation we received 13,000 submissions in total. These submissions were reviewed and considered as part of the design process for the Preferred Routeoption for each corridor.

A second round of public consultation on the Preferred Route options commenced in March2020 and continued until mid-April 2020. Not withstanding the Covid-19 pandemic and subsequentGovernment restrictions, the consultation continued due to the level of interest. The focus of public queries and submissions came through emails, post, phone conversations and online submissions as all the information was available on the BusConnects website for review.

It was decided in March that an additional third roundof public consultation would take place in the latter part of this year to provide further opportunities for the public to review and submit feedback to thelatest set of designs.

1.4 What is in this brochure?

This document is one of 16, each dedicated to a single core bus corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps. It includes all revisions made, if any, since the last round of public consultation. It also includes arevised timeline for the progress of the programme due to Covid19 implications.

The brochures detailing the EmergingPreferred Route and the brochures from the second round of consultation earlier this year are available to view and download on our website www.busconnects.ie.

Definitions of the terminologyused in the document can befound in chapter 4 of this this brochure.





BusConnects Core Bus Corridors / 1. Clongriffin > City Centre



2. What has been happening over the last number of months?

Considerable design work has been continuing since the last round of consultation. This workincludes the following:

2.1 Technical Design

Designs have progressed with further refinements being made to elements of each corridor such as junctions, alignments, bus stops, cycling and walking facilities, and urbanrealm features. Engagement with stakeholdersis continuing including engagement with individual householders directly impacted. The developing design has been, and continues

to be, informed by stakeholder engagement and further detailed surveys. These include the identification of underground services and detailed assessment of trees along the routes.

Draft Preferred Route Option Reports havebeen prepared for each CBC detailing the

development of each corridor from the Emerging Preferred Route through to the draftPreferred Route Option. These draft "PreferredRoute Option Reports" are being published

as part of the public consultation and will befinalised following this third round of public consultation and the inclusion of feedback received. These draft reports are available to view and download on the website www.busconnects.ie.

2.2 Environmental Impact Assessment

As part of the intended planning application for each corridor, the NTA will be preparing an Environmental Impact Assessment Report(EIAR) in accordance with current Irish and European legislation. This document will identify the anticipated environmental effects of the scheme during both the construction andoperational stages. This assessment is being undertaken by environmental specialists on behalf of the NTA. As part of this assessment, these specialists are undertaking studies of the current condition of the receiving environment within the identified corridor extents. This involves a combination of on-site surveys and desktop study of existing records. At the time

of this public consultation, various surveys and studies are underway. The information collectedwill also be shared with the technical designers for consideration in the design decision makingprocess for the infrastructure works.

Further details of the environmental assessmentapproach for each scheme are outlined in an individual corridor document called "Information on the Proposed Approach to Environmental Assessment". This documentgives a more in-depth description of the determination of the extents of anticipated impacts and how the cumulative impacts

of adjacent core bus corridors and other construction projects will be assessed.

These draft reports are available to view and download on the website www.busconnects.ie.

2.3 Transport Impact

The transport assessment of the core bus corridor proposals is focussed on the

"movement of people" rather than, solely, the "movement of vehicles". In order to adequately determine the impact on public transport, active modes (walking and cycling), and general traffic, a comprehensive suite of transport models have been developed.

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

An extensive set of traffic counts were undertakenin late 2019 and early 2020 and this data, along with other sources, has been used to calibrate andvalidate the models to assist in the evaluation of the core bus corridors. On a strategic level, the Eastern Regional Model has been used to forecastthe modal split for future years. At a more refinedlevel, a Local Area Model has been developed to examine the potential displacement of traffic.

In addition, detailed modelling is ongoing interms of junction and corridor analysis testsand to quantify the effect on the movement of people through each junction and along the corridor itself.

Each EIAR will contain a section on the potential traffic and transport impacts associated with the construction and operational phases of the core bus corridors. This assessment will be informed by the following reports:

Ĥ Transport Impact Assessment (TIA)

this will include the comprehensive assessment of each core bus corridorcovering all modes and will include a cumulative assessment of all corridors; and

Harman Transport Modelling Report – this will detail the model development, data inputs, calibration and validation, and forecast model development for the set of models used to support the assessment.

A draft, work-in-progress version of the "Transport Modelling Reports" for each core bus corridor, together with a summary of the work-in-progress strategic modelling results to-date, are being published as part of the public consultation and will be finalised following this third round of public consultation and theinclusion of feedback received. These draft reports are available to view and downloadon the website www.busconnects.ie.

2.4 Urban Realm

In tandem with the technical design work on finalising the road alignment in the urban cross sections across the core bus corridors, planninghas also progressed for refining the Urban Realm design proposals. These designs are being developed in consultation with the local authorities to ensure tie-in to existing schemes and initiatives. The NTA is focusing on finishing the layout of spaces, considering desire lines (how people want to move through spaces) and

the placement of urban furniture (trees, bins, bollards, benches, bike stands, railings, etc.)

Urban Realm improvement opportunities along the routes present themselves through the civil/physical works needed to reach the BusConnects objective to provide bus priority, along with improved cycling and pedestrian facilities. All put together, the core bus corridorsprovide an opportunity for lots of continuous interventions that, together, can give a general city-wide lift.

The Urban Realm improvement opportunities are spread out along the core bus corridors and need to respond to and reflect specific locality and context. In the design of the urbanspaces we will be using appropriate materials and urban furniture that comply with standards for use, durability and maintenance as well as carbon footprint considerations.

Further details of the urban realm design approach can be found in a document called "BusConnects Urban Realm Concept Design" published as part of the public consultation. This document is available to view and download on the website www.busconnects.ie.

2.5 Compulsory Purchase Maps& Schedules

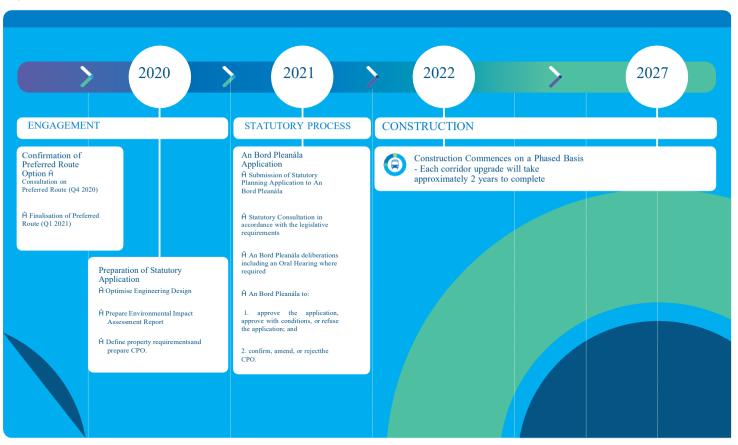
In tandem with the technical design work the designers will be starting the work of preparing the various maps and schedules of areas

that are proposed to be acquired under the statutory compulsory purchase order process(CPO). The attached Maps in this brochure indicate Proposed New Boundaries (Possible Land Acquisition) represented by broken red lines. These boundaries are indicative of potential areas for permanent CPO, and are notvet finalised. As detailed plots are finalised the designers will be continuing to seek to meet those with an interest in the impacted areas.

In some cases there may also be a need to realign driveways and/or redo the landscaping of property front gardens, or reorganise business accesses and/or loading areas. Someof these works may be outside the permanent CPO area, and consequently there may be a need to put in place temporary arrangements to ensure access during construction to carry out necessary accommodation works. Similar to the permanent CPO development, the designers will be continuing to seek to meet those with an interest in the impacted areas.



2.6 Timeline for the Core Bus Corridor Process



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a third non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

Virtual consultation rooms for each Core Bus
Corridor can be found on www.busconnects.ie.
These rooms will
provide a description of each Preferred Route from start
to finish with supporting maps and include information of
all revisions made, if any,since the last round of public
consultation as well as other supporting documents.

3.1 General queries

The project website www.busconnects.ie has addicated section for the Core Bus Corridor

project. All previous emerging preferred routebrochures are available on the website. Users can access the site to find out more about

the project and download copies of the keydocuments.

General queries can be directed to a dedicatedFreephone – 1800 303 653 or by email to cbc@busconnects.ie

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissionsis stated on the website.

3.3 What happens next?

Following the third round of public consultation, the NTA will finalise the Preferred Route Optionsfor all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála in 2021 for its consideration and determination. A formal statutory consultation process will be undertaken as partof that process.

Written submissions and observationsmay be made by:



cbc@busconnects.ie

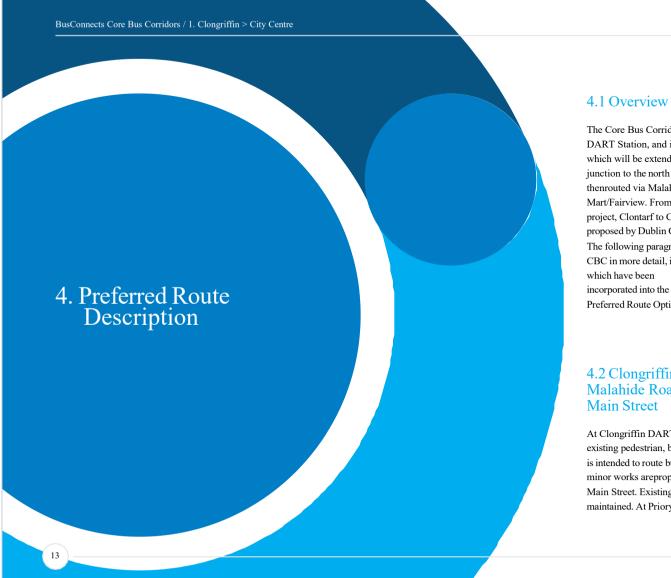


BusConnects Core Bus Corridors National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2D02 WT20









The Core Bus Corridor (CBC) commences at Clongriffin DART Station, and is routed via Clongriffin Main Street which will be extended to join the Malahide Road at a new junction to the north of Clare Hall Junction. The CBC is thenrouted via Malahide Road to the junction with Marino Mart/Fairview. From here the CBC ties into a separate project, Clontarf to City Centre Cycle Scheme currently proposed by Dublin CityCouncil.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been

incorporated into the design since the publication of the Preferred Route Option in March 2020.

4.2 Clongriffin DART Stationto Malahide Road via Clongriffin Main Street

At Clongriffin DART Station, it is proposed to retain the existing pedestrian, bus stop and bus turnaround facilities. It is intended to route busesthrough Clongriffin Main Street, minor works are proposed for this existing section of the Main Street. Existing bus and cycle infrastructure will be maintained. At Priory Hall the route will align

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

with Dublin City Council's proposed Belmayne Main Street and Belmayne Avenue Scheme which extends to a new junction at the MalahideRoad. This will include a new bus, cycle and taxi only access onto the Malahide Road. General traffic will not be permitted to use this access, access to Main Street for general traffic will remain unchanged through Belmayne.

4.3 Mayne River Avenueto Gracefield Road – Malahide Road

The CBC is then proposed to be routed along the Malahide Road to the junction with the R105at Marino Mart/Fairview. The following junctions are intended to be upgraded to provide bus priority and enhanced pedestrian and cyclist facilities:

- H Malahide Road/Clarehall Avenue:
- Ĥ Malahide Road/Entrance to Clarehall Shopping Centre;
- Ĥ Malahide Road/Blunden Drive/PriorswoodRoad;

- Malahide Road/Tonglegee Road/BrookvilleCrescent; and
- Malahide Road/Gracefield Road.

Between Clarehall Avenue and Blunden Drive, a single bus lane and two general traffic lanes will be maintained in each direction.

It is proposed to upgrade the existing roundabout on Blunden Drive to a fully signalised junction. This modification will involve the removal of some median hedging and trees, however there will be compensatory planting at the junction.

Between Blunden Drive and Greencastle Road the proposed Toucan Crossing has been relocated to align more directly with thepedestrian and segregated cycle track linkingAyrefield Drive and Malahide Road.

Between Tonlegee Road junction and Gracefield Road junction, it is intended to retain the single bus lane and general traffic lane in each direction. A northbound segregated cycle track will be provided in the area between the Malahide

Road and Brookville

Park. It is proposed that southbound cyclists are redirected onto the adjoining St. Brendan's Avenue using a Quiet Street Treatment. Cyclists can then re-join the Malahide Road at GracefieldRoad.

It is proposal to upgrade the existing roundabout at Gracefield Road to a fully signalised junction.

4.4 Gracefield Road and Clontarf Road–Malahide Road

Between Gracefield Road and Clontarf Roadjunctions, it is proposed to upgrade the following junctions on the Malahide Road:

- Malahide Road/Collins Avenue;
- Malahide Road/Copeland Avenue/GriffithAvenue; and
- Malahide Road/Clontarf Road.

Between Gracefield Road junction and Killester Avenue, it is intended to provide a continuous bus lane with a single general traffic lane in each direction. Segregated cycle tracks and footpath facilities will be maintained through this section. To accommodate this, limited areas of land takewill be required from private properties. The indicative extents of this land take are included in the Appendix of this brochure. Between Kilmore Road junction and Killester Avenue the western cycle track and footpath is within the green area to minimise any impact on the existing wall and trees.

Between Killester Avenue junction and Collins Avenue, it is proposed to maintain the road cross-section as described in the previous section. The existing road between these junctions requires widening to accommodate the necessary lane widths and bus stop facilities. Land take will only be employed in Maypark to enable the retention of the mature trees and heritage wall. Between Mayfield Park and Collins Avenue it is proposed to utilise someland take from private properties. The indicative extents of this land take are included in the Appendix of this brochure.

Along the Malahide Road between the Collins Avenue junction and the Griffith Avenue junction, it is intended to provide a continuous bus lane with a single general traffic lane in each

direction. Currently, there are no continuoussegregated cycle tracks in each direction on this section. This issue is proposed to be addressed by road widening works which will involve land take between Donnycarney Churchand Clancarthy Road, Clontarf Golf Club and Bowling Club grounds and Nazareth House. Theindicative extents of this land take are included in the Appendix of this brochure.

The proposed works may also require the removal of existing trees currently located on traffic islands or between the existing road and footpath, although opportunities to enhance thestreetscape have been identified as part of this review.

Between the Griffith Avenue junction and the Clontarf Road junction, it is proposed to continue the bus and general traffic lanes in each direction. There are currently only three traffic lanes on this section of road. To facilitate the new four lane arrangement, it is intended toutilise limited land take from adjacent properties at the following locations:

Between Copeland Avenue and MarinoAvenue;

- Between Charlemont Road and Crescent Place; and
- A Between Brian Road and St. Aidan's Park.

It is proposed to provide an alternative cycle route using a Quiet Street Treatment running parallel to the Malahide Road along Brian Road, Carleton Road and Haverty Road. Cyclists will then re-join Marino Mart and connect with the Clontarf to City Centre Cycle Scheme. It is proposed to close Haverty Road for vehiculartraffic at the St Aidan's Park end of the street. This proposal will also help to further reduce through-traffic on Brian Road, Carleton Roadand Haverty Road.

The proposed bus lane works will tie into the intended bus and cycle facilities on Clontarf Road, which are being advanced by Dublin CityCouncil and have received planning approval.

BusConnects Core Bus Corridors / 1. Clongriffin > City Centre 4.6 Key Facts Approximate number of properties that may be impacted 99 Approximate number of on-street parking 4.5 Key Changes from the PreferredRoute Published in March 2020 spaces that may be removed 70 Approximate number of trees thatmay be H The layout of all bus stops along the routehave been removed 80 enhanced; Approximate route length: 8kms Some bus stop locations have changed; Approximate cycle route length: 8kms Cycle facilities have been updated; Ĥ Current bus journey time: up to 65 mins Malahide Road/ Clarehall Avenue updated toallow **Ĥ** BusConnects journey time: 30-35 mins cycle crossings on all arms. Future Bus journey time without BusConnects: 85 mins +

5. Understandingthe terminology

1. Core Bus Corridor (CBC)

Part of the overall BusConnects Programme is to create 16 radial core bus corridors (CBC).A CBC is an existing road with bus priority sothat buses can operate efficiently, reliably andpunctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayedin general traffic congestion. The bus lanes willbe alongside segregated cycle lanes/tracks where feasible and general traffic.

2. Segregated Cycle Tracks

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where is it not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads forcyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. Theyincluded possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the core bus corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a further round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from this round of public consultation and also subsequent examination in the context of environmental impact assessment.

5. Bus Gate

A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the bus gate. To see an animation of a how a Bus Gate will work, please visit our website



BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

6. Signal Controlled Priority (SCP):

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is typically only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be when a road has pinch-

points where it narrows due to existing buildingsor structures that cannot be removed to

widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic will be stopped at the signal to allow the bus pass through the narrow section first, when the bus has passed the general traffic will then be allowed through the lights. To see an

animation of a how Signal Controlled Prioritywill work, please visit our website www.busconnects.ie

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitatecyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus

route. Such offline options may include directing

cyclist along streets with minimal general trafficother than car users who live on the street.

They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to constructsegregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9 Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play and use for activities such as walking, exercise or commuting to/from work. The Urban Realm encompasses all streets, squares, junctions and other rights-of-way in residential, commercial and civic use areas as well as seating, trees and other enhancements. When well designed and laid out with care in acommunity setting, it enhances the everyday lives of residents and those passing through.

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.



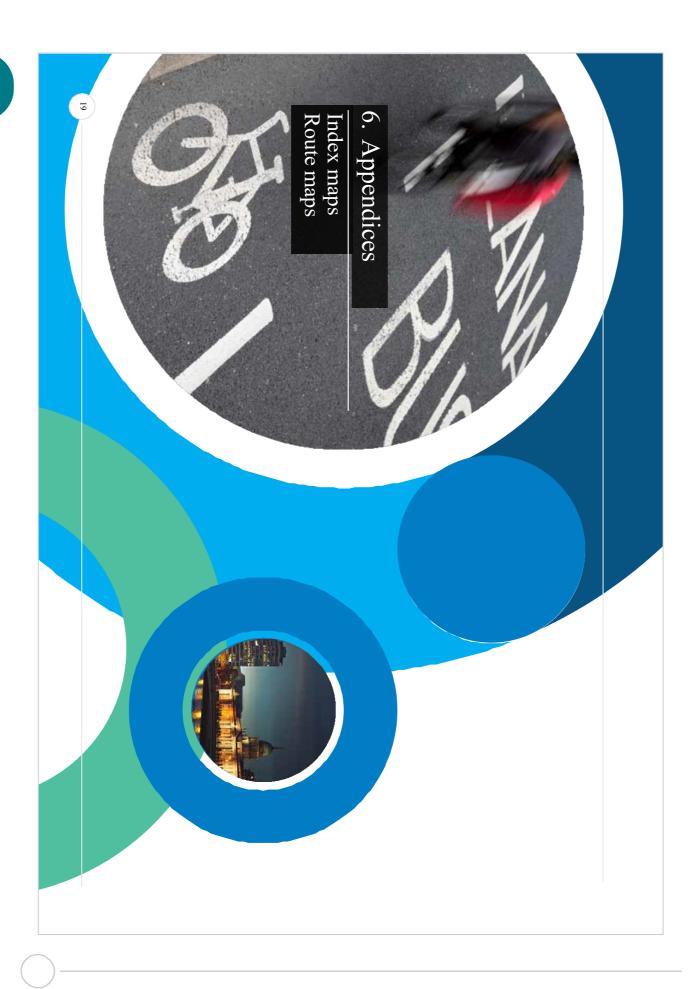
As the bus approaches, the light signal changes to halt general traffic.



The bus has priority to proceed.

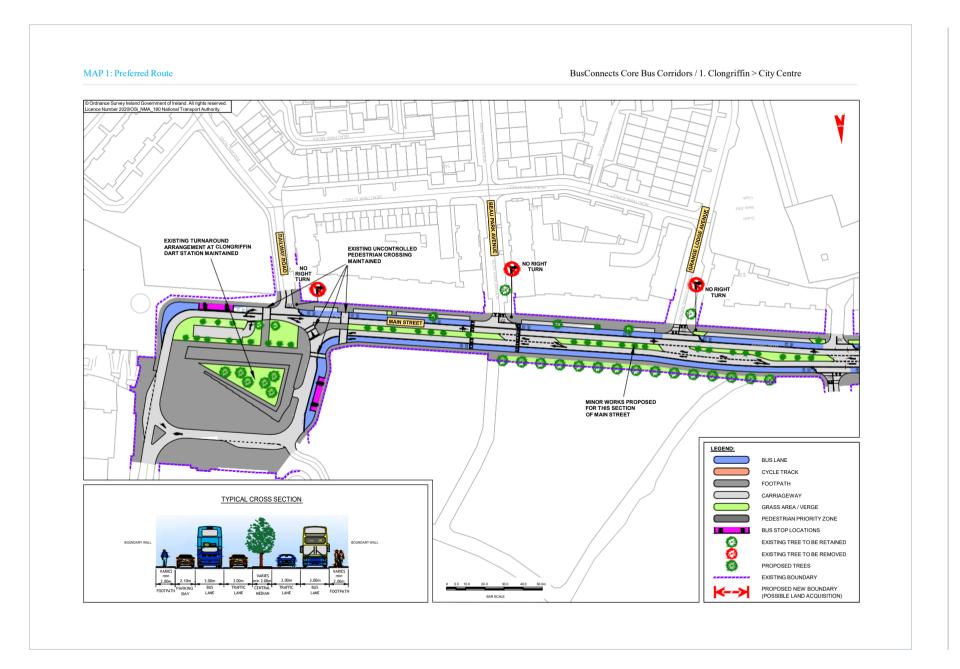


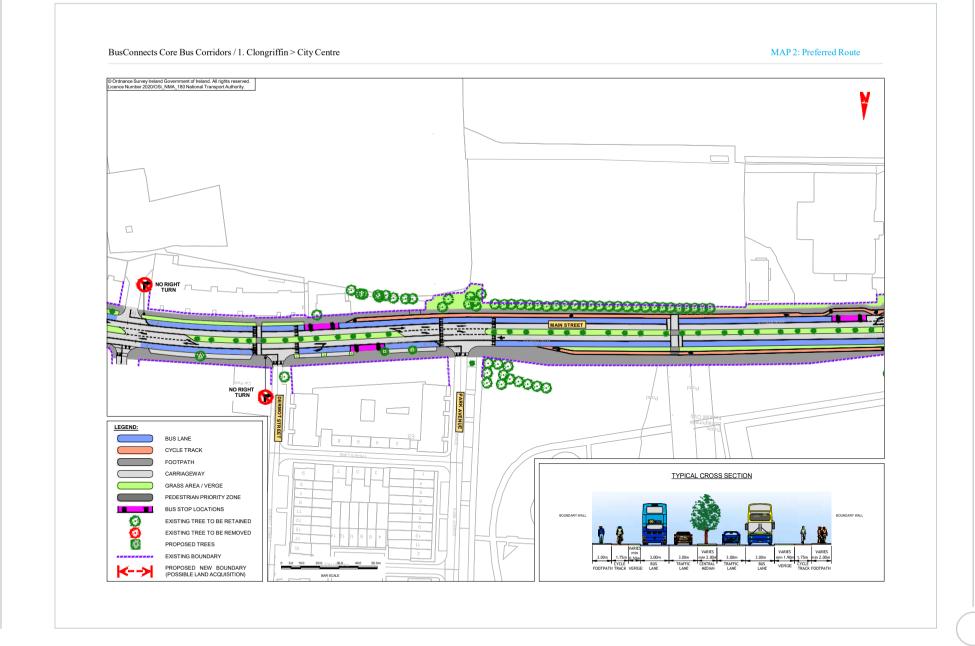
When the bus has cleared the junction, general traffic proceeds.

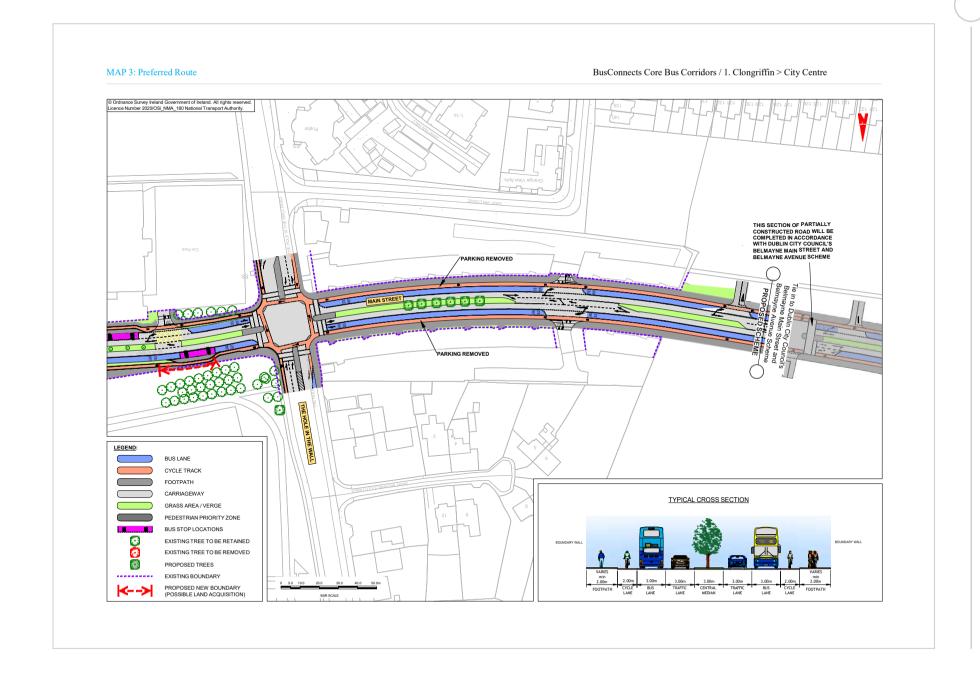


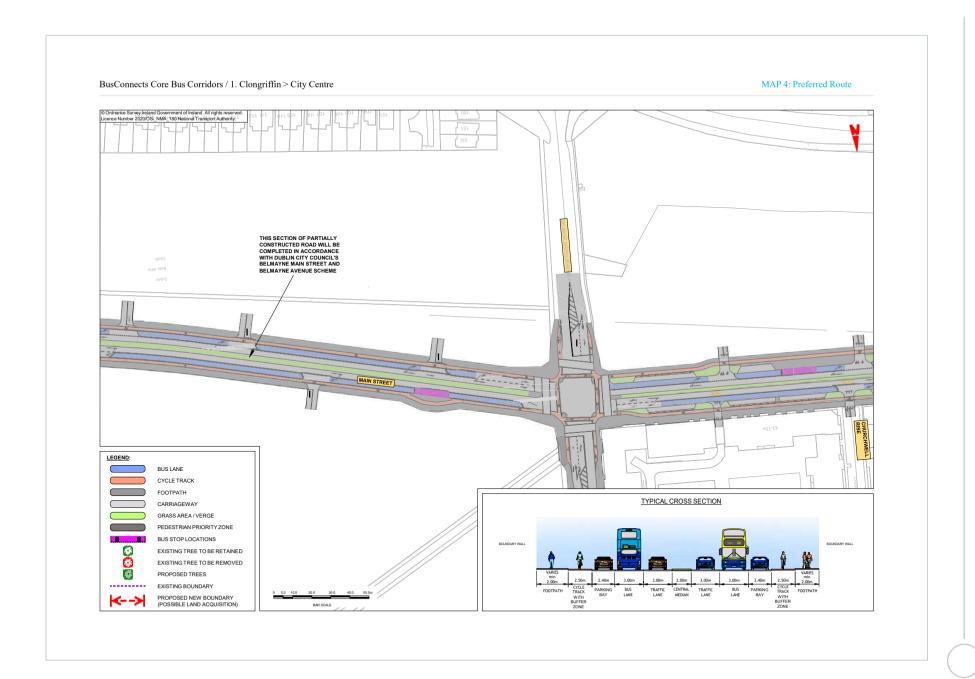


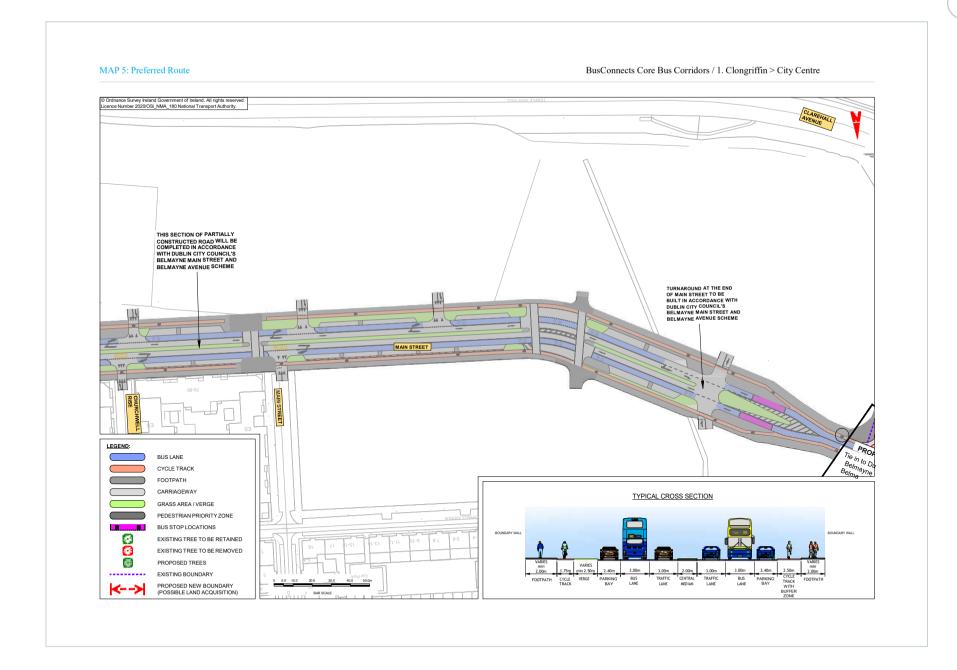


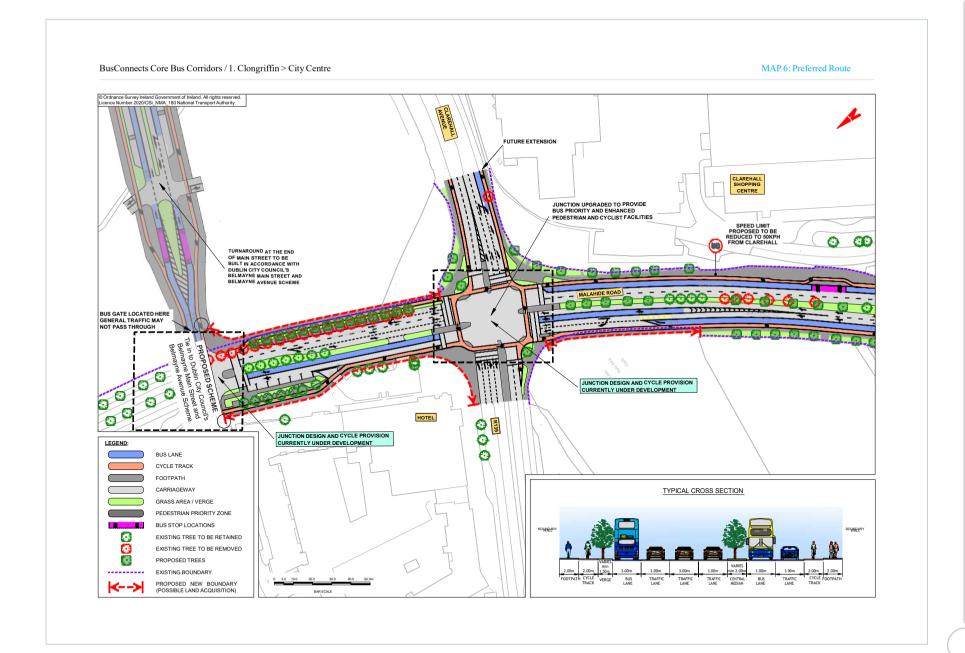


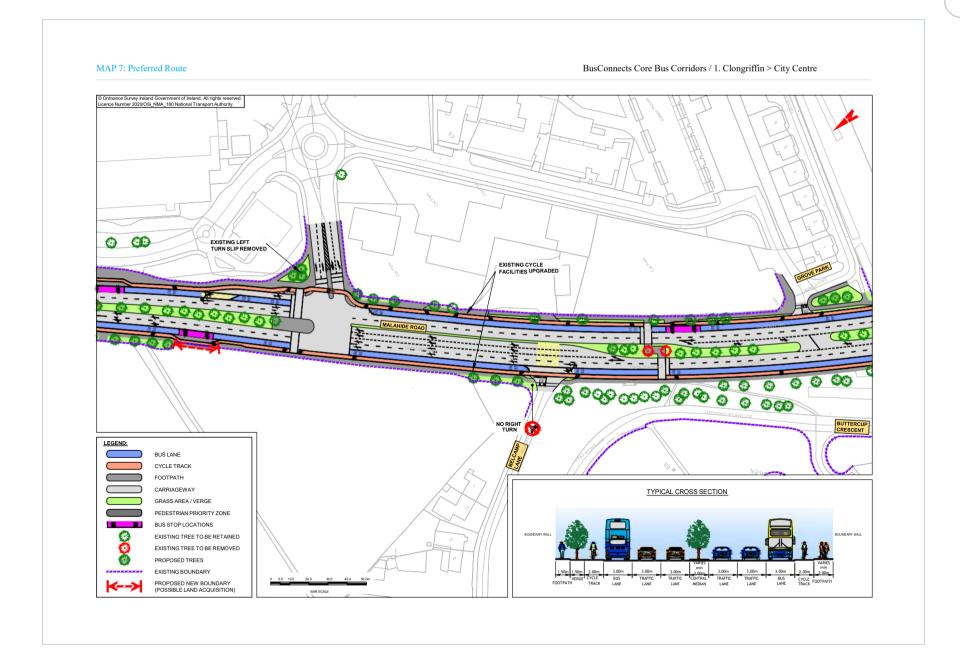


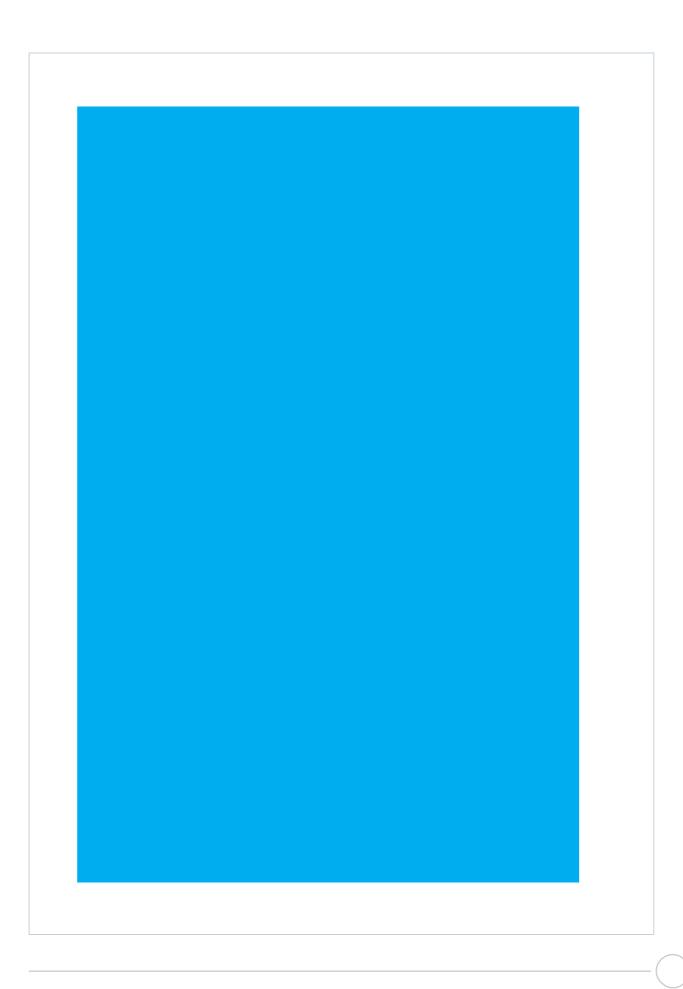








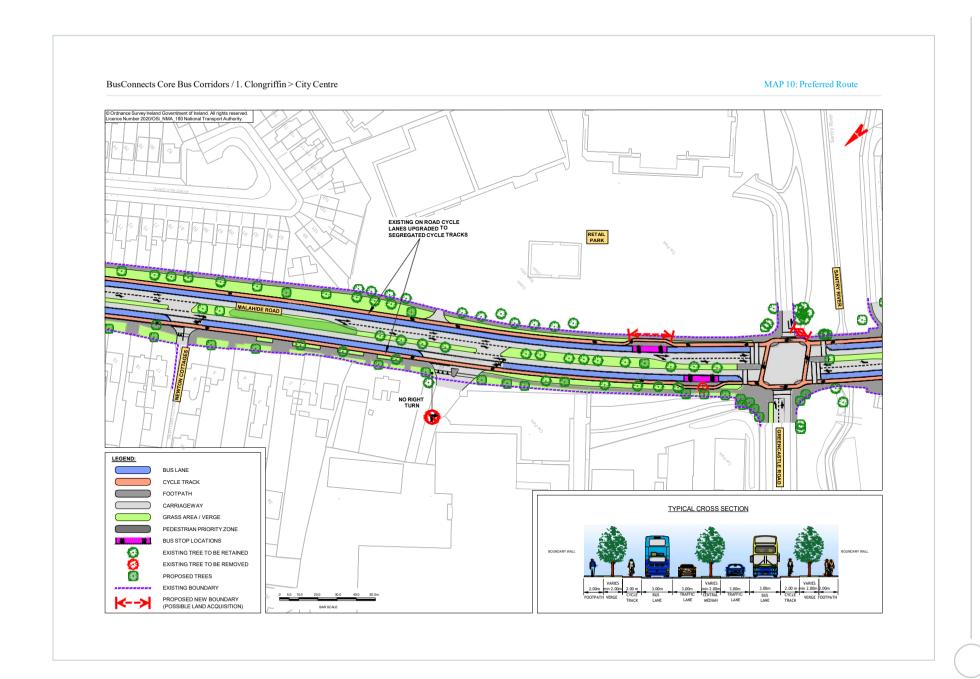


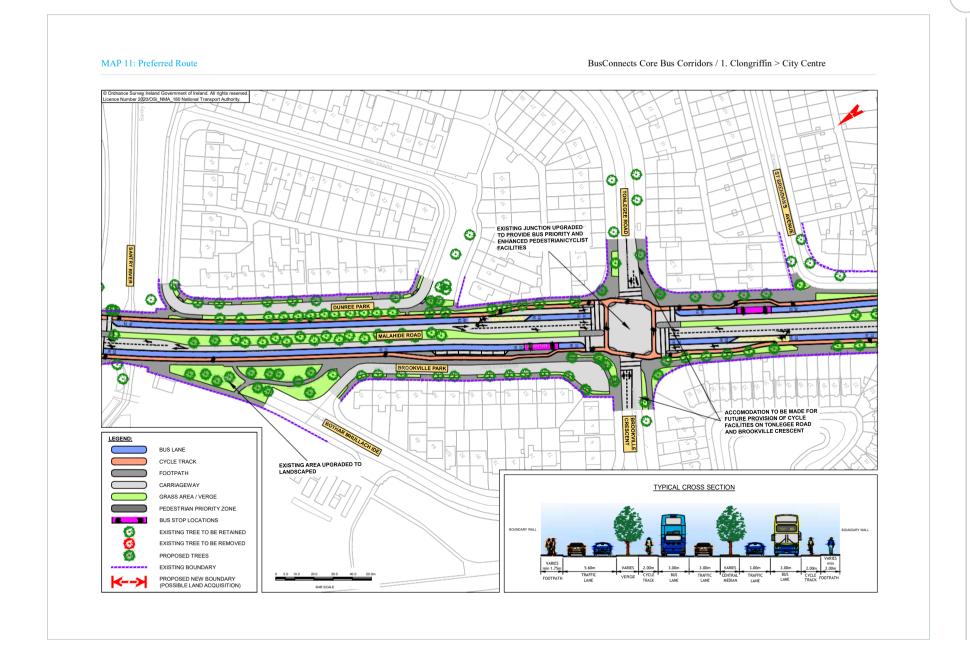


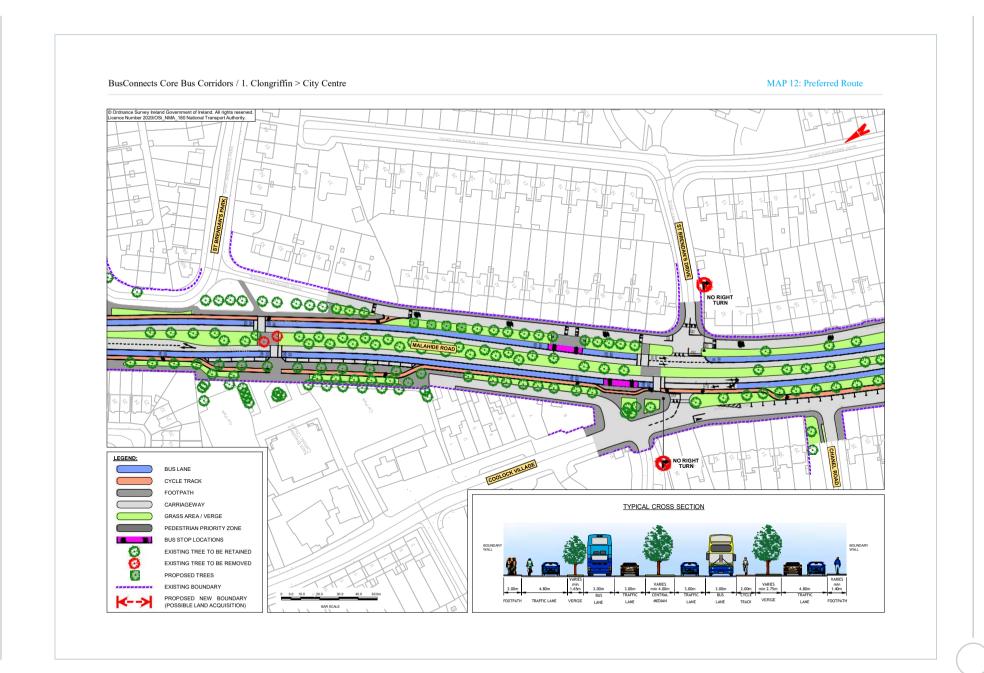
Urban Realm concept Malahide Road - Ayrfield Drive

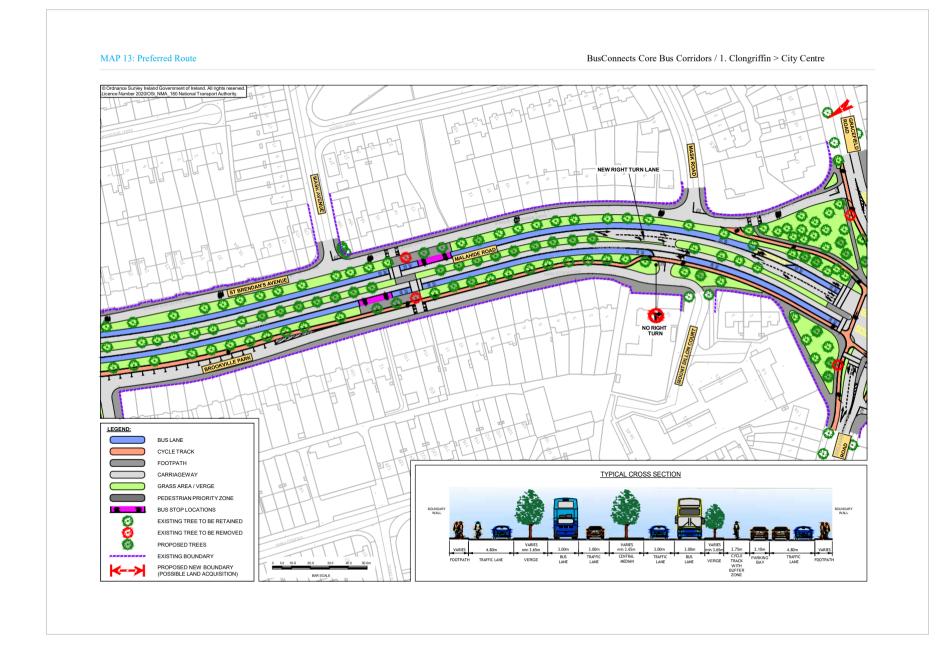
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

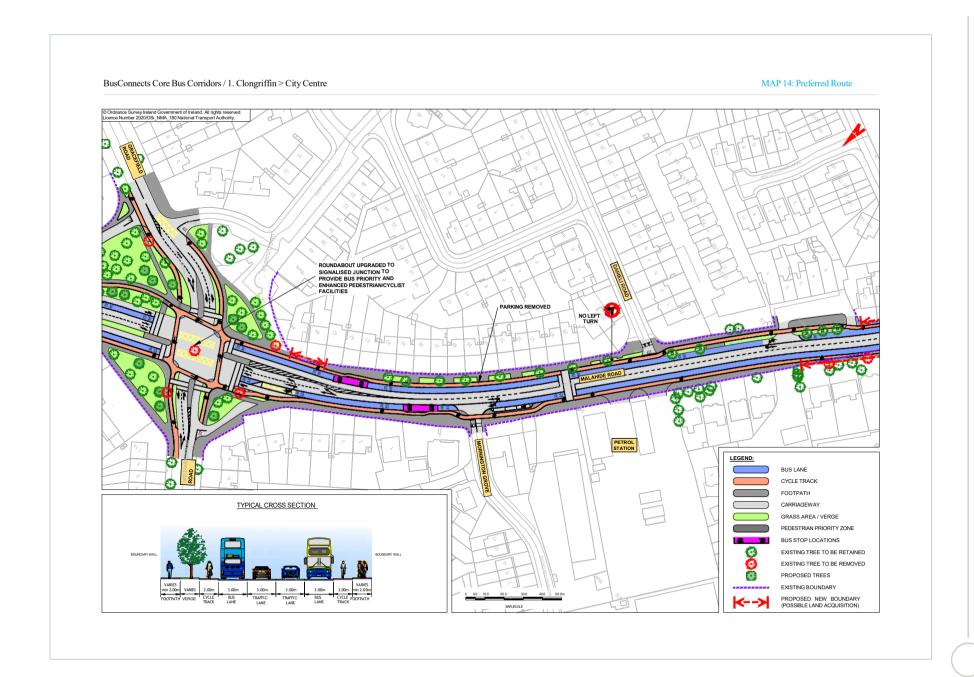


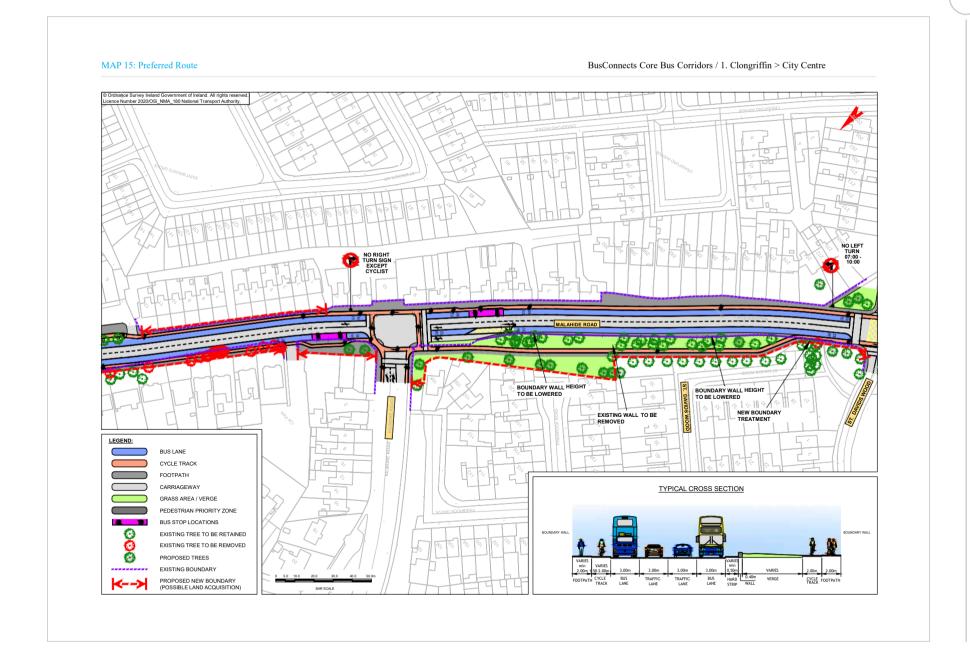


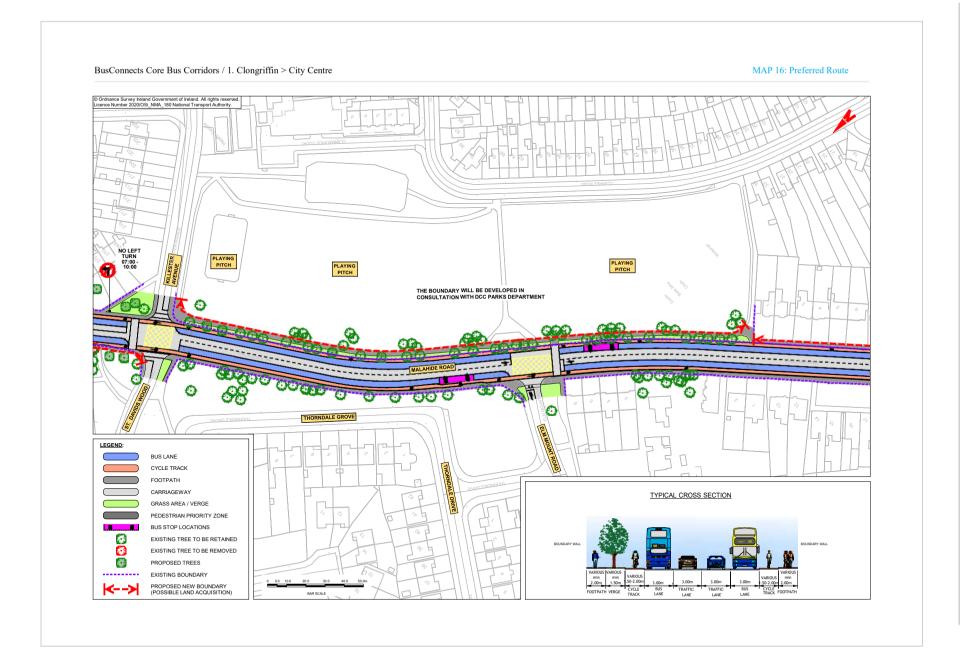










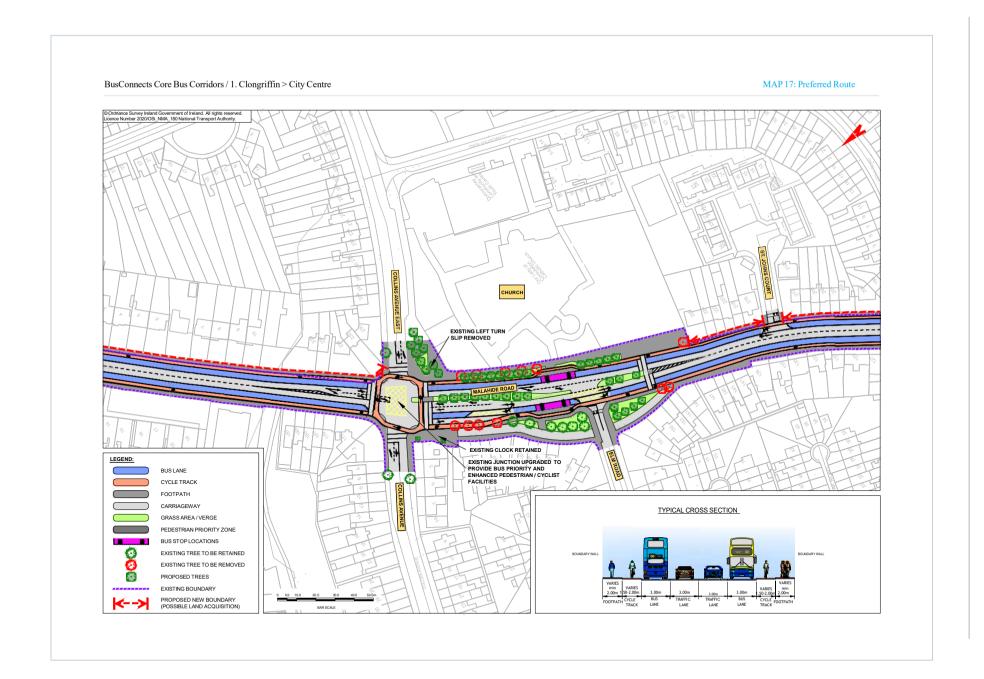


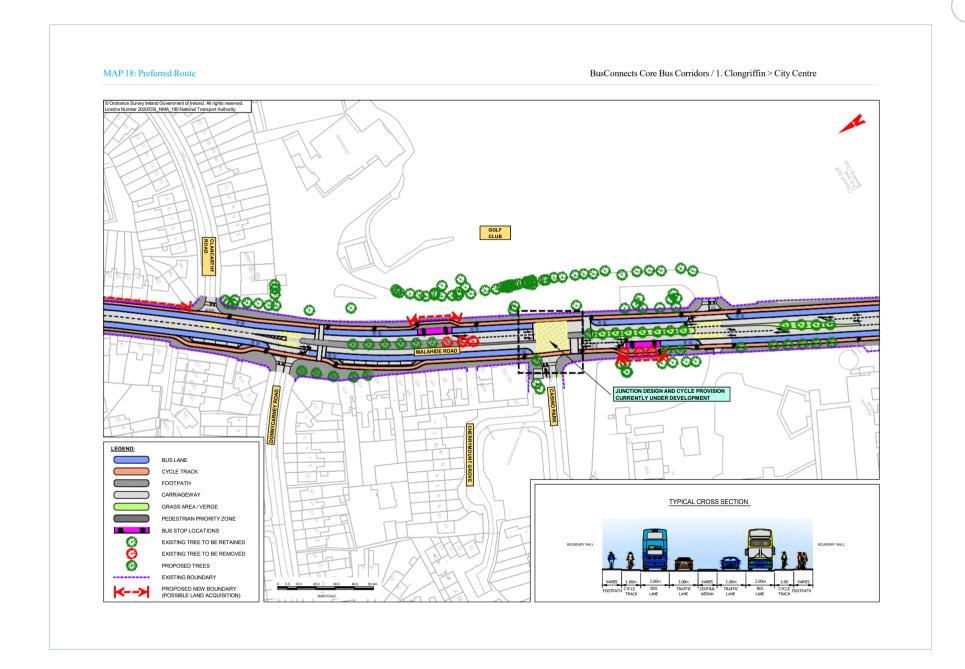


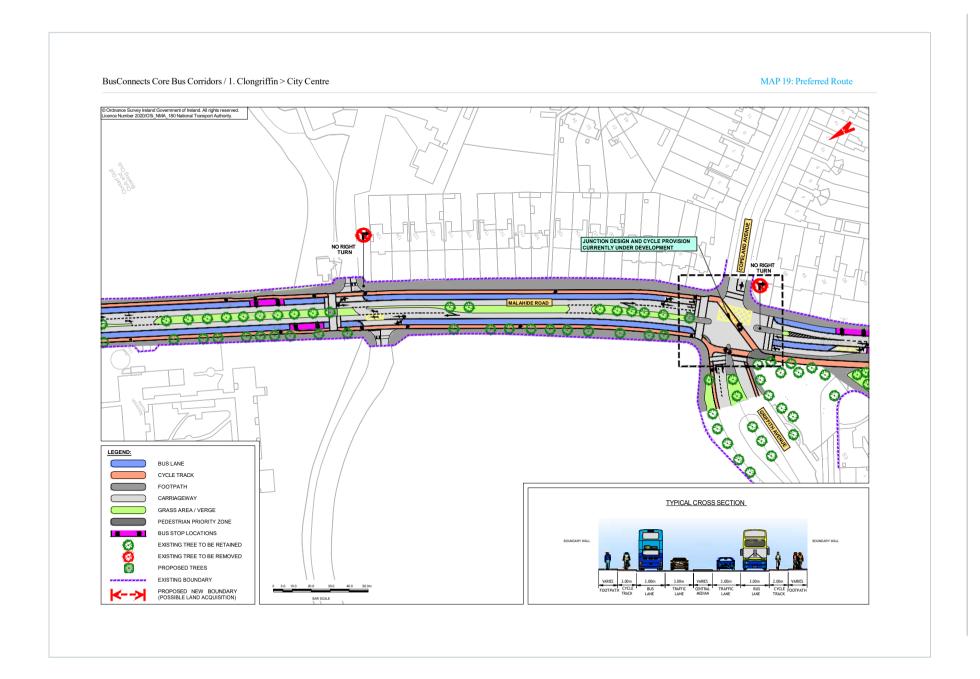
BusConnects Core Bus Corridors / 1. Clongriffin > City Centre

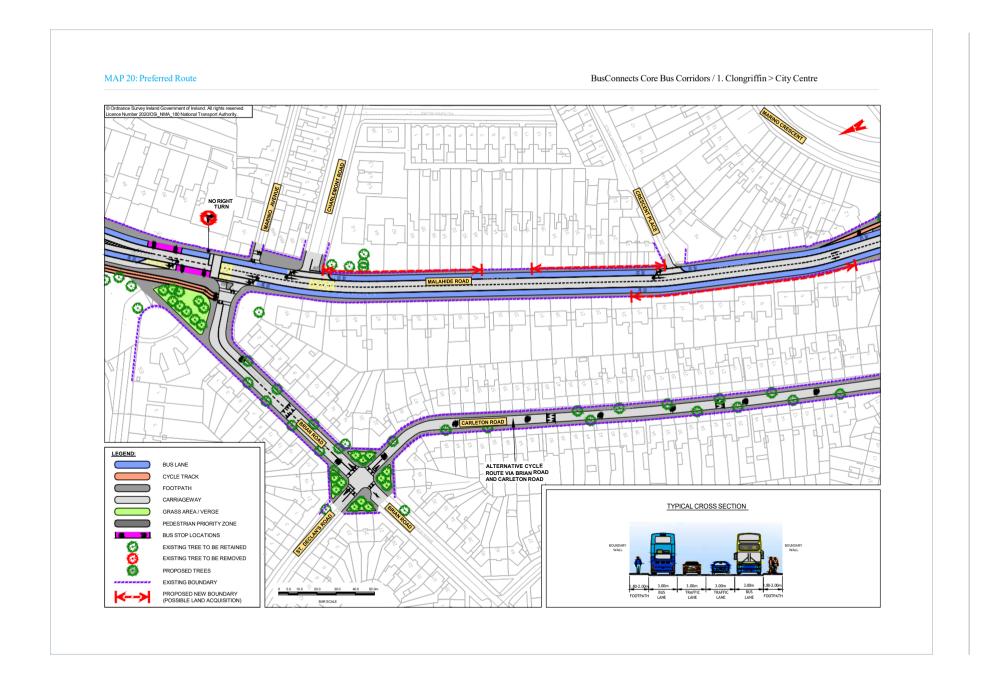


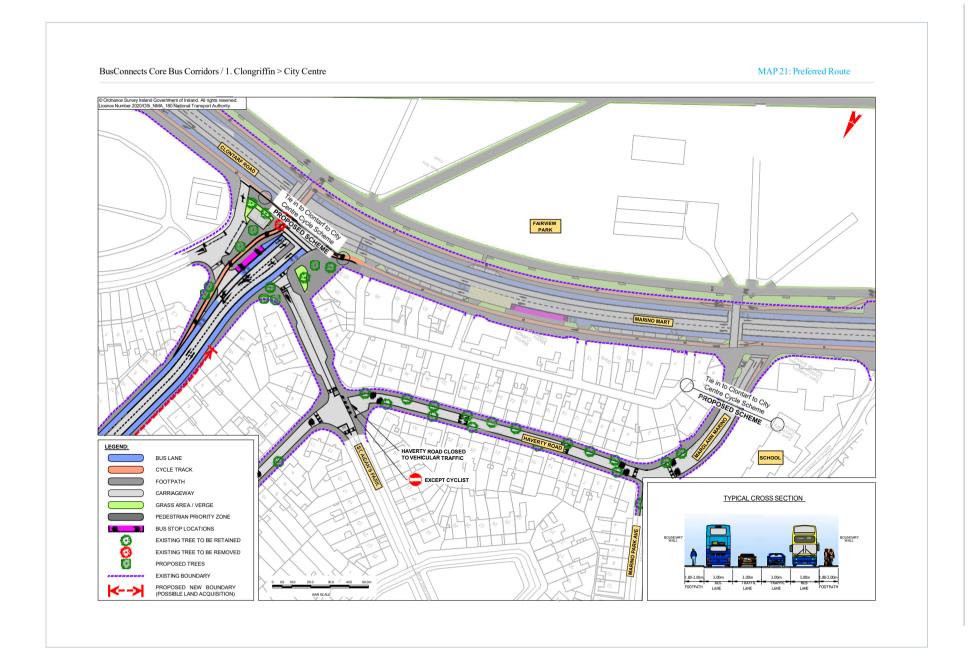


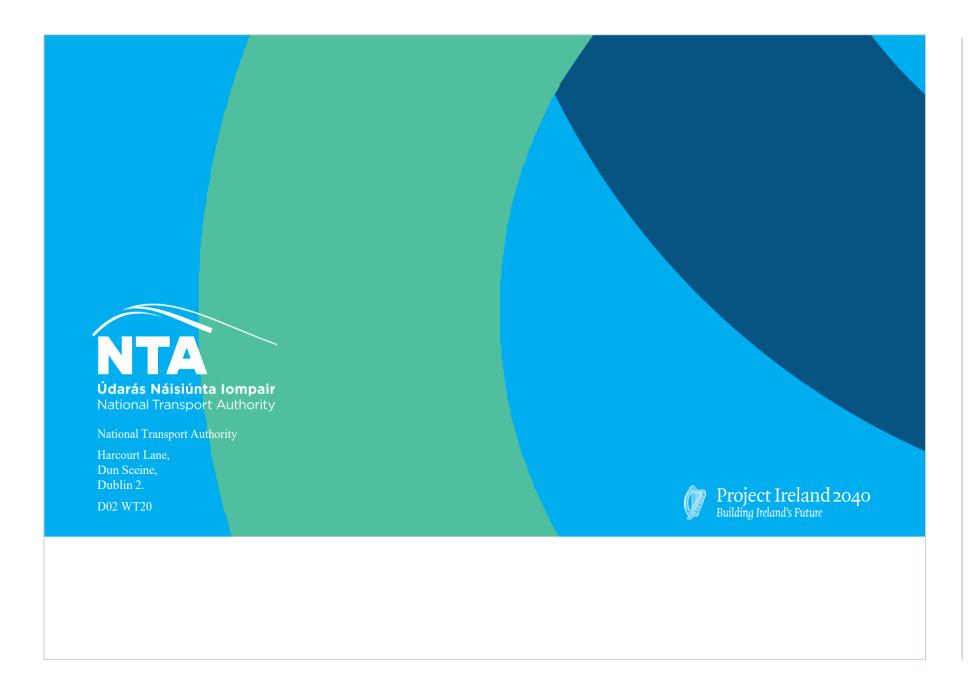












Cluain Ghrífín goLár na Cathrach

Bealach Roghnaithe na Croíchonaire Bus An Tríú Babhta Comhairliúcháin Phoiblí Samhain 2020







Easy to Read Version



Core Bus Corridors Clongriffin to City Centre



There has been a lot of thinking and work on the best routes for bus corridors.

These are known as Emerging Preferred Routes.



One route goes from Clongriffin to the City Centre.

This bus corridor will start at Clongriffin DART station.



It will go along the Malahide Road to Marino Mart and Fairview.

The bus corridor will then link with the Clontarf to City Centre Cycle Scheme.



It will continue along North Strand Road and Amiens Street, and onto the bus lanes on the North Quays.



Now, the bus journey from Clongriffin to the City Centre takes over one hour.

With the bus corridor, this journey will take up to 35 minutes.



The route is around 10 kilometres.



There will be 6 kilometres of new cycle lanes.



We need to make changes along the route to make room for the bus corridor.

For example, changing the road layouts, taking down and replacing some trees, taking away parking spaces, making changes to some gardens.



You will find a map for this route and an information booklet at:

www.busconnects.ie

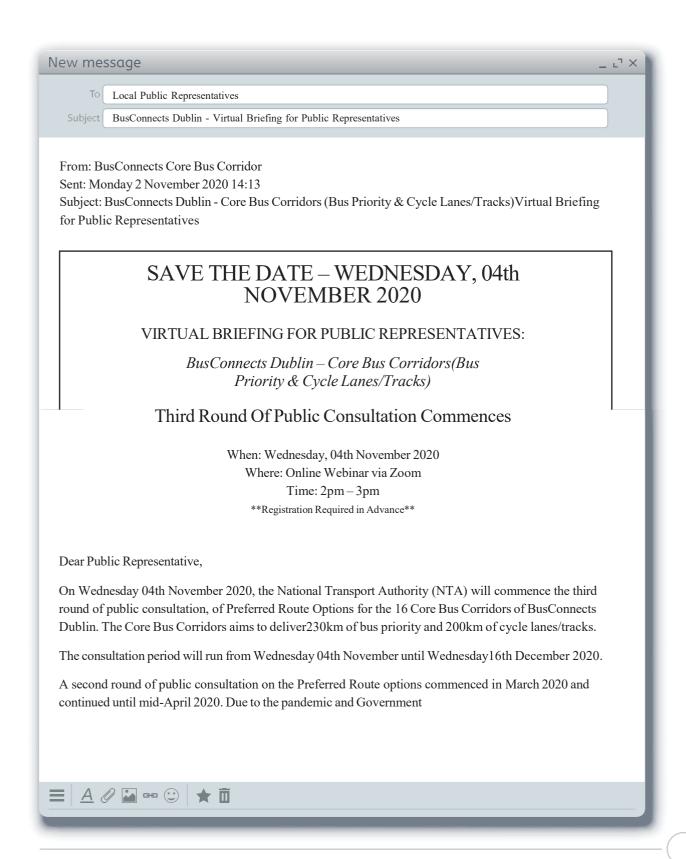


5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020





Correspondence with local public representatives regarding a briefing ahead of the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:



New message

L7 X

To Local Public Representatives

Subject BusConnects Dublin - Virtual Briefing for Public Representatives

restrictions, it was decided by the NTA in March that an additional third round of public consultation would take place later in the year to provide further opportunities for the public to review and submit feedback to the latest set of designs.

These proposals are subject to a third non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval during the first quarter of 2021.

Due to the ongoing Covid-19 restrictions, this public consultation will take placeusing virtual and online facilities. <u>However, potentially impacted property ownerswill be contacted directly by BusConnects and offered one to one calls with our design team members.</u>

For the general public there will be a range of public consultation facilities:

- Virtual Public Information Rooms A virtual information room has been created for each of the 16 Core Bus Corridors. These can be accessed throughour website www.busconnects.ie from 12 noon on Wednesday 04th Novemberand will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There will also be an Audio option available for the virtual information room.
- Website Updated versions of the 16 Core Bus Corridor Brochures will be available to view and download on our website www.busconnects.ie and additional supporting documentation. The brochures will also be available in HTML, PDF and Audio versions on our website.
- Community Forums We will carry out a series of Community Forums via online webinars and details of those dates and invitations will be issued to Forum members following Wednesday's launch.
- General queries and Submissions Submissions and general queries can be ent to our email address cbc@busconnects.ie or to our NTA postal address.

If there are queries that cannot be answered through the information on thewebsite or at the Community Forums, there is a Freephone number 1800 303653.

We will be issuing, by email on Wednesday morning, further details of the proposalsto all public representatives in the areas covered by the corridors, including dates and



New message

Local Public Representatives

BusConnects Dublin - Virtual Briefing for Public Representatives

details for the Community Forums.

In addition, we have arranged an online briefing session via Zoom for all public representatives on Wednesday 04th November from 2pm - 3pm. All public representatives across the Dublin region are invited to join this briefing where representatives of the NTA and the BusConnects team will provide information on the third round of public consultation and address any queries that you may have.

Please note, you must register for the meeting in advance.

Registering for Virtual Briefing:

You are invited to a Zoom webinar. When: Nov 4,

2020 02:00 PM Dublin

Topic: BusConnects Dublin - Core Bus Corridors Public Representatives BriefingRegister in advance for this webinar:

https://zoom.us/webinar/register/WN 4t8syDQiSW-k6z5pbToQbg

After registering, you will receive a confirmation email containing information aboutjoining the webinar.

We look forward to seeing you on the online briefing on Wednesday. Yours Sincerely,

Bus Connects Team National Transport Authority

Dún Scéine Harcourt LaneDublin 2 D02 WT20

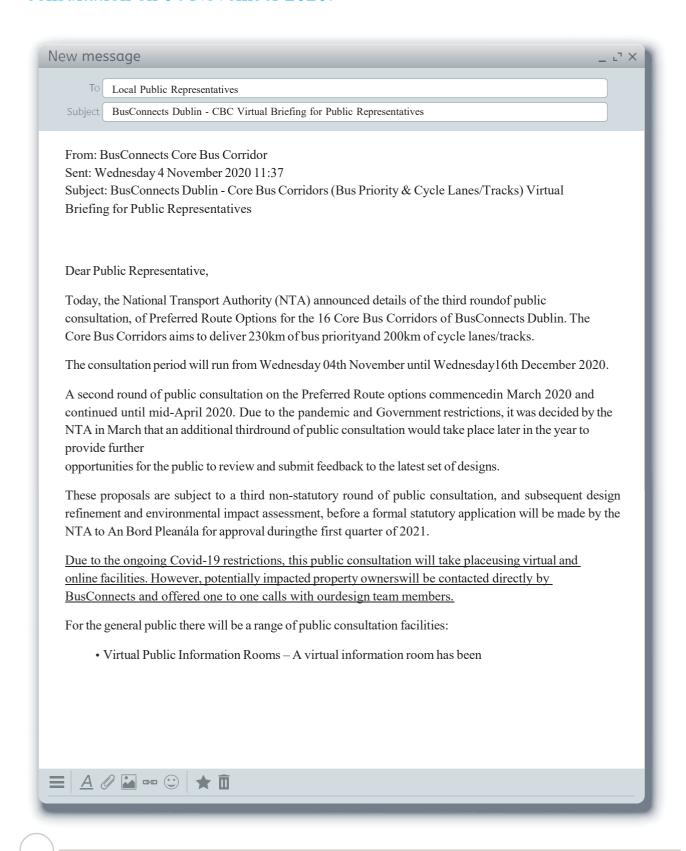
Freephone: 1800 303 653 Web: www.busconnects.ie







Correspondence with local public representatives regarding the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:



New message

L7 X

To Local Public Representatives

Subject

BusConnects Dublin - CBC Virtual Briefing for Public Representatives

created for each of the 16 Core Bus Corridors. These can be accessed on our website www.busconnects.ie and will remain open for a six week period. Each virtual room provides details of the Preferred Route Option for each of the corridors including maps and supporting documentation. There is also an Audiooption available for the virtual information room.

- Website Updated versions of the 16 Core Bus Corridor Brochures as well as additional supporting documentation are available to view and download on ourwebsite www.busconnects.ie . The brochures are also available in HTML, PDF and Audio versions on our website.
- Community Forums We will carry out a series of Community Forums via online webinars. Please find attached the schedule for the Community Forum meetings which begin on Tuesday 10th November. Community Forum memberswill receive an email a week in advance of their meeting with a link to register. After registering, they will receive a confirmation email containing information about joining the meeting. Please note all Community Forum members must be registered before 2pm on the day of the forum.
- General queries and Submissions Submissions and general queries can be sent to our email address cbc@busconnects.ie or to our NTA postal address. If there are queries that cannot be answered through the information on the website or at the Community Forums, there is a Freephone number 1800 303653.

We would also like to remind you of our online briefing session via Zoom for all public representatives which takes place today from 2pm-3pm. All public representatives across the Dublin region are invited to join this briefing where

representatives of the NTA and the BusConnects team will provide information on the third round of public consultation and address any queries that you may have. Please note, you must register for the meeting in advance.

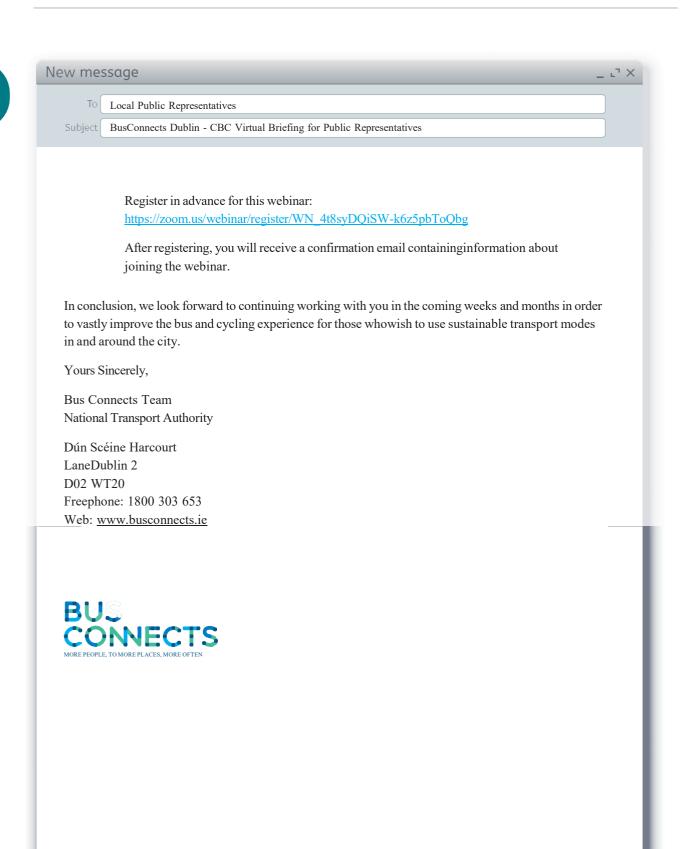
Registering for Virtual Briefing (For Public Representatives Only):

You are invited to a Zoom webinar.

When: Nov 4, 2020 02:00 PM Dublin

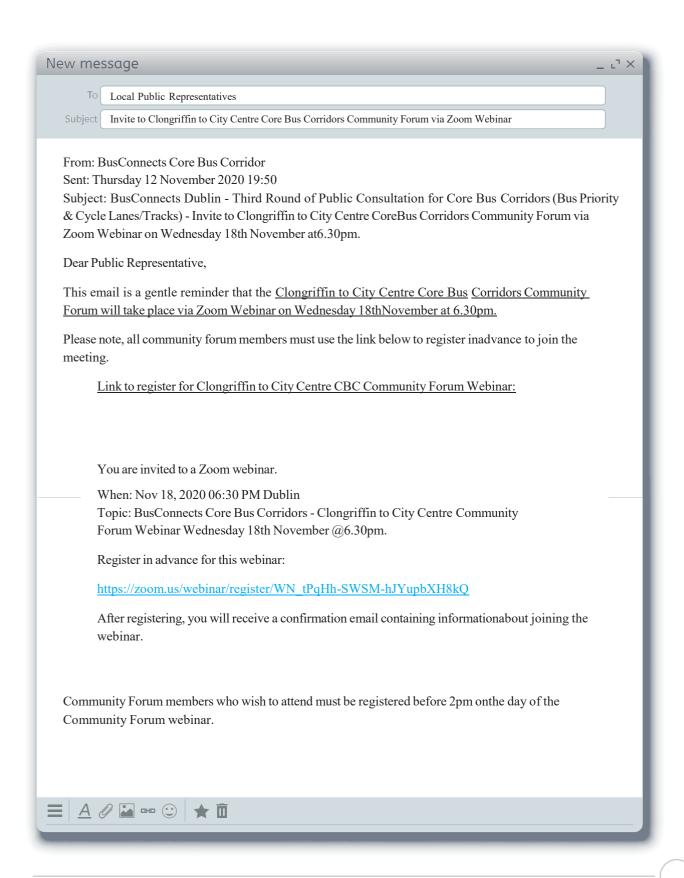
Topic: BusConnects Dublin - Core Bus Corridors Public RepresentativesBriefing





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Correspondence with local Public Representatives regarding the Clongriffin to City Centre Community Forum on 18 November 2020 Via Zoom Webinar:





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To Local Public Representatives

Subject Invite to Clongriffin to City Centre Core Bus Corridors Community Forum via Zoom Webinar

Membership of the Community Forum comprises of <u>two</u> representatives from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives. As places are limited, only two representatives per group can be accepted. This is to ensure that as many groups as possible have an opportunity to ask a question specific to their group within the duration of the Forum.

A Zoom link to register for the other Community Forum webinars in your constituency/local electoral area will be sent to you in advance of these webinarstaking place. Please find the Core Bus Corridors Community Forum Webinar schedule attached once again for your information.

Finally, please find attached the Community Forum Webinar Protocols documentfor your attention. We would ask that you take time to read this short document before the webinar to understand how the webinar will be run on the night.

Regards, BusConnects

team

Bus Connects Team
National Transport Authority

Dún Scéine Harcourt LaneDublin 2 D02 WT20

Freephone: 1800 303 653 Web: <u>www.busconnects.ie</u>





BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM WEBINAR (VIA ZOOM) PROTOCOLS

1. Registering for the Community Forum:

- In order to register for the Community Forum webinar, the NTA willshare the registration link to all Community Forum members the week before the webinar.
 - All those who wish to attend will then complete the registration form.
- Once registered, they will receive an email notification with a uniqueZoom 'join link'
- for the Community Forum webinar.
 - All attendees must be registered before 2pm on the day of theirrespective
- Community Forum webinar.

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2. Logging into Webinar

- The webinar will commence at 6.30pm and is due to conclude at 8pm.At 6.30pm, the
- Webinar 'host' allows registered attendees to join the meeting.

3. Participants on the webinar:

- Webinar Host: Representative of the NTA. The host of the webinar is the user who the webinar is scheduled under. They have full permissions to manage the webinar, panelists, and attendees. The host starts and stops thewebinar when it concludes.
 - <u>Independent chairperson:</u> The Community Forum Webinar will be chairedby an independent chairperson.
 - <u>Panelists:</u> NTA representatives who will provide a presentation on theCore Bus Corridor in question.
- Webinar Attendees: Registered Community Forum members who are view-only participants.
- Attendees are automatically muted upon entrance to the Webinar (and can be unmuted by the
 host at any time). This function of the Zoom Webinar prevents background noise and
 distractions and allows all attendees to clearly hear the independent chairperson and NTA
 panelists.

4. Asking a Question:

- Once the presentation has concluded, there will be a Q&A session forattendees to pose questions to the NTA representatives.
- Webinar Attendees can interact with the host and the panelists through thechat box.

To ask a question, enter your name and that of the resident group/ association you are

- representing into the 'Chat' box on the Zoom controls panel.
 - The Independent chairperson will then ask the host to unmute the audiobutton for each individual sequentially to ask their question to the NTA representatives.
- The Independent chairperson will then ask the NTA representatives to answer these questions sequentially in batches of three.
 - A Core Bus Corridors webinar briefing took place for all public representatives on Wednesday
- 4th November. Therefore, whilst there will be an opportunity for public representatives to ask additional questions, this will be in the last quarter of the Q&A section. This is to allow priority for the representatives of Resident groups, Special interest groups and Community Forum
- members to ask questions.



- 5. Preferred Route Option: Third Round of Non-Statutory Public Consultation 4th November 2020 16th December 2020
 - 5C Public Consultation Virtual Information Rooms



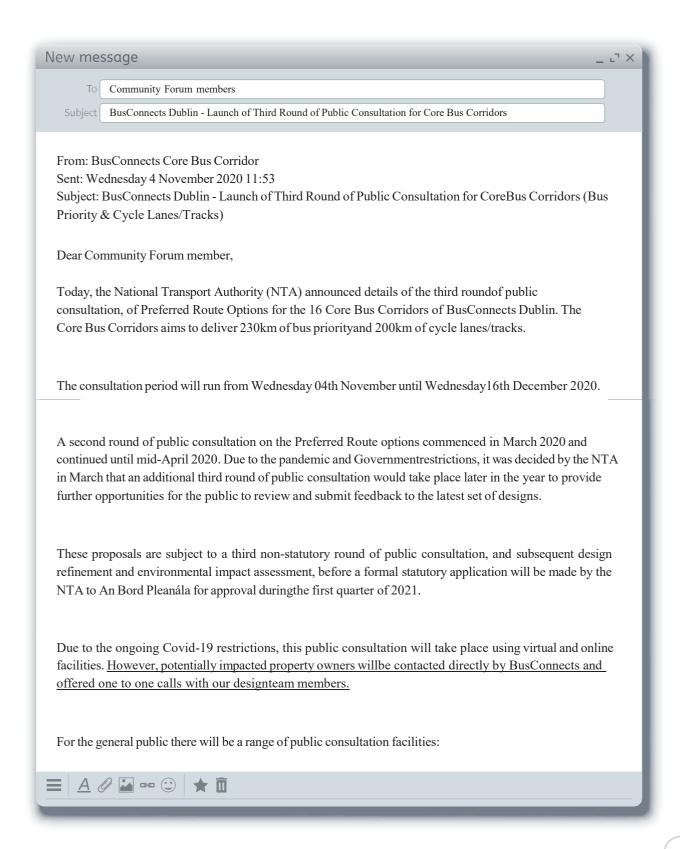
Clongriffin to City Centre Core Bus Corridor Scheme – Public Consultation Virtual Information Room

A public consultation virtual information room was created for each of the Core Bus CorridorSchemes. These were available on our website www.busconnects.ie and remained open for a six week period. Each virtual room provided details of the Preferred Route Option foreach corridor including maps and supporting documents. There was also an audio optionavailable for the virtual information room. Below is a snippet of the landing page of the virtual information room for the Clongriffin to City Centre Core Bus Corridor Scheme.



- 5. Preferred Route Option: Third Round of Non-Statutory Public Consultation 4th November 2020– 16th December 2020
 - 5D Community Forums via Zoom Webinars

Correspondence with Community Forum members regarding the launch of the Emerging Preferred Route Option third round of non-statutory public consultation on 04 November 2020:



To Community Forum members

Subject BusConnects Dublin - Launch of Third Round of Public Consultation for Core Bus Corridors

- Virtual Public Information Rooms A virtual information room has been created for each
 of the 16 Core Bus Corridors. These can be accessed
 on our website www.busconnects.ie and will remain open for a six week period. Each
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 including maps and supporting documentation. There is also an Audio option available for
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- Website Updated versions of the 16 Core Bus Corridor Brochures as well as additional supporting documentation are available to view and download on our website www.busconnects.ie. The brochures are alsoavailable in HTML, PDF and Audio versions on our website.
- Community Forums We will carry out a series of Community Forums via online webinars. Please find attached the schedule for the CommunityForum meetings which begin on Tuesday 10th November. Community Forum members will receive an email a week in advance of their meeting with a link to register. After registering, they will receive a confirmation email containing information about joining the meeting. Please note all Community Forum members must be registered before 2pm on the day of the forum.
- General queries and Submissions Submissions and general queries canbe sent to our email address cbc@busconnects.ie or to our NTA postal address.

Yours Sincerely,

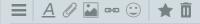
Bus Connects Team

National Transport Authority

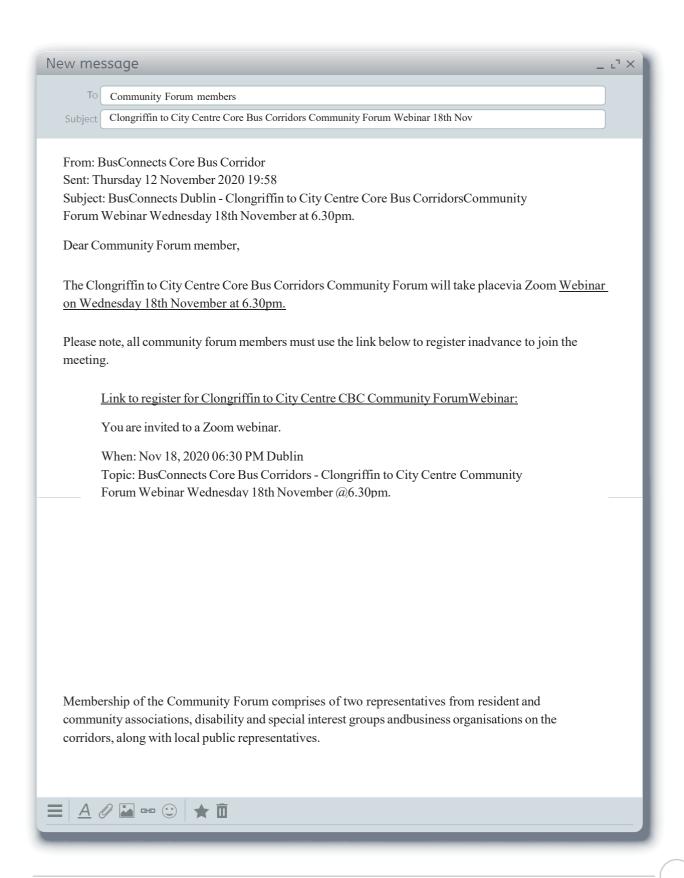
Dún Scéine Harcourt LaneDublin 2 D02 WT20 Freephone: 1800 303 653

Web: www.busconnects.ie





Correspondence with Community Forum Members regarding the Clongriffin to City Centre Core Bus Corridor Community Forum on 18 November 2020 Via Zoom Webinar:





L7 X

To Community Forum members

Subject Clongriffin to City Centre Core Bus Corridors Community Forum Webinar 18th Nov

As places are limited, only two representatives per group can be accepted. This isto ensure that as many groups as possible have an opportunity to ask a question specific to their group within the duration of the Forum.

Finally, please find attached the Community Forum Webinar Protocols documentfor your attention. We would ask that you take time to read this short document before the webinar to understand how the webinar will be run on the night.

Regards,

Bus Connects Team National Transport Authority

Dún Scéine Harcourt LaneDublin 2 D02 WT20

Freephone: 1800 303 653 Web: <u>www.busconnects.ie</u>





BusConnects Core Bus Corridors Community Forum Webinar Protocols:

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM WEBINAR (VIA ZOOM) PROTOCOLS

1. Registering for the Community Forum:

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- Once registered, they will receive an email notification with a uniqueZoom 'join link'
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- All attendees must be registered before 2pm on the day of their respective
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2. Logging into Webinar

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- At 6.30pm, the Webinar 'host' allows registered attendees to join the meeting.

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- <u>Panelists:</u> NTA representatives who will provide a presentation on the CoreBus Corridor in question.
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CONT.

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- The Independent chairperson will then ask the host to unmute the audiobutton for each individual sequentially to ask their question to the NTA representatives.
- The Independent chairperson will then ask the NTA representatives to answerthese questions sequentially in batches of three.
- A Core Bus Corridors webinar briefing took place for all public representatives on Wednesday 4th November. Therefore, whilst there will be an opportunity for public representatives to ask additional questions, this will be in the last quarter of the Q&A section. This is to allow priority for the representatives of Resident groups, Special interest groups and Community Forum members to ask questions.

BusConnects Dublin Core Bus Corridors – Community Forum Terms of Reference

BUSCONNECTS CORE BUS CORRIDORS PROJECT COMMUNITY FORUM TERMS OF REFERENCE

- Membership of the Community Forum will comprise of two representatives from residents'/community associations, disability groups, special interest groups and business organisations on the corridor, along with local public representatives, together with personnel from the National Transport Authority(NTA).
- 2. Meetings of the Community Forum will be chaired by an independent chairperson.
- The core objective of the Community Forum is to facilitate a two-way dialogueprocess between representatives of communities / groups and the NTA in relation to the Core Bus Corridor proposals.
- 4. It will enable information to be provided more directly by the NTA to the partiesmost impacted by the proposals.
- 5. It will allow concerns about the proposals to be raised by the participants and for the NTA to address and respond to those concerns.
- 6. It will allow constructive ideas and viable alternatives to be brought forward to improve the overall proposals.
- 7. It will assist in enabling the resolution of local issues within the proposals in atimely manner.
- 8. It will allow discussions and suggestions in relation to ideas for urban centreimprovements that could be incorporated into the project.

Clongriffin to City Centre Core Bus Corridor Community Forum Presentation – 18 November 2020





Community Forum Panel

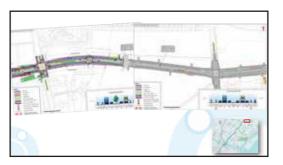
Independent Chair: Charlie Lowe

- Hugh Creegan Deputy CEO (NTA)
- John Fleming Project Director (NTA)
- Aidan Gallagher Senior Project Manager (NTA)
- Joe Seymour Design Coordinator (AECOM)
- John Hawe- Route Project Manager (Mott MacDonald)

BUS CONNECTS

















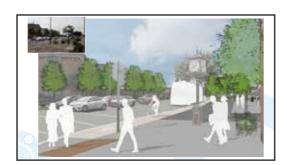


















How to Engage?

- Consultation on the proposals runs until 16 December.
 Virtual consultation rooms for each Core Bus Corridor can be found on www.busconnects.ie.
- Submissions and observations may be made by:
- Email cbc@busconnects.ie
 Post Core Bus Corridor Project, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.





How to Engage?

- Consultation on the proposals runs until **16 December**.
- Virtual consultation rooms for each Core Bus Corridor can be found on www.busconnects.ie.
- Submissions and observations may be made by:
- Email cbc@busconnects.ie
 Post Core Bus Corridor Project, National Transport
 Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.



Clongriffin to City Centre Core Bus Corridor Community Forum Report – 18 November 2020



TRANSFORMING CITY BUS SERVICES

Clongriffin to City Centre Core Bus Corridor

Community Forum Report

Chairperson: Charlie Lowe

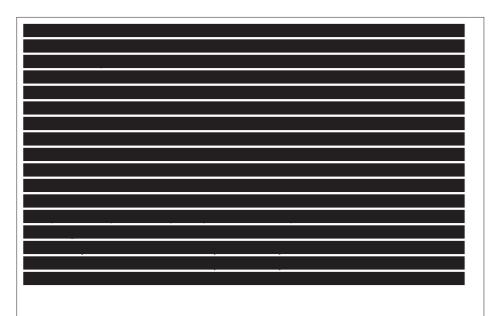
Date: 18 November 2020 @ 18.30 **Location:** Via Zoom Webinar

NTA Participants: Hugh Creegan; John Fleming; Aidan Gallagher; Colin Murdock; Gráinne

Mackin; Joe Seymour (Aecom); John Hawe (Aecom).

Attendees:

Meeting Number: 3



Page 1 of 1



- 5. Preferred Route Option: Third Round of Non-Statutory Public Consultation 4th November 2020 16th December 2020
 - 5E Potentially Impacted Properties Engagement



Continually Impacted Property Letter issued 02 November 2020:

Odarás Náisiúnta Iompair National Transport Authority

Dún Scéine, Lána Fhearchair
Baile Átha Chath 2, DO2 WT20

Dún Scéine, Harcourt Lane
Dublin 2, DO2 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.je

2 November 2020

INFORMATION NOTICE

Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

Tabhair cuairt ar www.Transportforireland.ie le haghaidh eolais agus seirbhísí iompair phoibilí do chustaiméirí Visit www.Transportforireland.ie for public transport customer information and services The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor may continue to impact on part of the property. A layout map showing an indicative layout in the vicinity of the property can be found on Map enclosed.

In addition, a hard copy brochure will also be sent to you in the coming days.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

Over the summer months this year efforts were made to engage with residents or persons with an interest in this property.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653**. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.

Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely, BusConnects Infrastructure Dublin, National Transport Authority

Tabhair cuairt ar www.Transportforireland.le le haghaidh eolais agus seirbhísí iompair phoiblí do chustaiméirí Visit www.Transportforireland.le for public transport customer information and services

Potentially Re-Impacted Property Letter issued 02 November 2020:



2 November 2020

INFORMATION NOTICE

Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

A previous letter to this address indicated that this property may no longer be potentially impacted by the CBC proposals. However the planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

Tabhair cuairt ar www.Transportforireland.ie le haghaidh eolais agus seirbhísí iompair phoiblí do chustaiméirí Vrsit www.Transportforireland.ie for public transport cuitomer information and services The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the to City Centre Core Bus Corridor may have an impact on part of this property. A layout map showing an indicative layout in the vicinity of the property can be found on Map enclosed. In addition, a hard copy brochure will also be sent to you in the coming days.

The plan shows where the car lanes, bus lanes, cycle tracks and footpaths will be. Areas where land may be potentially impacted are marked with red dashed lines.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

The NTA would welcome the opportunity to meet with you in relation to these proposals. That would give us the opportunity to discuss with you on a one-to-one basis, what this may mean for you and what the next steps will be over the coming months and years. If you wish to avail of this meeting please call **1800 303 653**. Your request will be referred to a design team representative who will respond promptly to arrange a time and date at your earliest convenience.

Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely, BusConnects Infrastructure Dublin, National Transport Authority

Tabhair cuairt ar www.Transportforireland.le le haghaidh eolais agus seirbháil iompair phoibli do chustaiméirí Visit www.Transportforireland.le for public transport customer information and services

No Longer Impacted Property Letter issued 02 November 2020:



Dùn Scrine, Litna Fhearchair Balle Átha Cliath 2, DG2 WT20

Dün Sceine, Harcourt Lane Dublin 2, DO2 WT20

t 01 879 8300

www.netionaltransport.ie

2 November 2020

INFORMATION NOTICE

Re: to City Centre Core Bus Corridor

Dear Property Owner/Occupier,

The National Transport Authority (NTA) has been tasked with delivering the BusConnects Dublin programme, which is a set of proposals to transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, providing an alternative to congested car journeys.

Congestion is one of the most significant challenges facing the Dublin region and needs to be addressed to safeguard the growth of the Dublin region and keep people moving. At present bus lanes are in place for less than one third of a bus journey on the busy corridors. A key part of the BusConnects programme is the development of sixteen "Core Bus Corridors" or CBCs. These CBCs will effectively deliver continuous bus lanes, on the key bus routes across the city along with improved pedestrian and cycling facilities along these routes, building a sustainable city and addressing climate change.

A non-statutory public consultation on an Emerging Preferred Route for each CBC concluded in 2019, and a second non-statutory public consultation on a Preferred Route Option Proposal for each corridor was concluded in April 2020. Due to the introduction of Covid restrictions during March and April this year public information events were cancelled during the second consultation period. NTA determined that, while the planning work for the CBCs would continue, it would be appropriate to schedule a third round of non-statutory public consultation prior to finalising the CBC proposals for formal statutory planning application to An Bord Pleanála.

The planning work has continued since April including ongoing consideration of submissions from the public, updated topographical survey information, and other surveys, transport assessment, and environmental assessment. As a consequence further refinement and amendments to the CBC proposals have resulted.

Tabhair cuairt ar www.Transportforireland.ie le haghaidh eolais agus seirbhísí iompair phoiblí do chustaiméirí Vrsit www.Transportforireland.ie for public transport cuitomer information and services

A letter was previously sent to this property in March 2020 advising that it was identified as being potentially impacted by the Preferred Route Option Proposal, and an opportunity was given to meet NTA personnel to discuss the potential impacts. The purpose of this letter is to inform you that the proposals contained in the updated Preferred Route Option for the City Centre Core Bus Corridor indicate that this property is no longer potentially impacted.

Please note these are proposals only and as such are not fixed or finalised.

The new proposals will be published on our website www.busconnects.ie on 4 November 2020, at which point the NTA will be welcoming feedback as part of the third public consultation process. No decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process. Consequently future amendments to the plans could potentially result in the property again being impacted.

Any decision to proceed with this CBC will be subject to a statutory planning process, which would involve an application for planning consent to An Bord Pleanála. The proposal is still subject to final detailed design, and finalisation of environmental and transport impact assessment. The statutory planning application will not be made before the end of the first quarter of 2021. Should the statutory planning application be consented by An Bord Pleanála, appropriate compensation will be paid to the owners for any garden portion or land that is ultimately necessary to be acquired from the property. This would also cover the rebuilding of new garden walls, fences, gates and driveways, as well as landscaping works to the residual area.

If you require any clarification regarding this letter please call **1800 303 653**. Your query will be referred to a design team representative who will respond promptly. Once the planned consultation on the Preferred Route Option has commenced, members of the public and interested parties will be invited to send in submissions. All information on how to take part in the consultation will be made available on our website www.busconnects.ie

Yours sincerely, BusConnects Infrastructure Dublin, National Transport Authority

Tabhair cuairt ar www.Transportforireland.le le haghaidh eolais agus seirbhisí iompair phoibé do chustairméirí Visit www.Transportforireland.le for public transport customer information and services



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5F Website & Digital Resources



Preferred Route Option: Third Round of Non-Statutory Public Consultation (4th November 2020 – 16th December 2020) Website & Published Material:

Core Bus Corridor Preferred Route Information brochures for each of the 16 core bus corridors

Bróisiúr Faisnéise Bealach Roghnaithe na Croíchonaire Bus - for each of the 16 core bus corridors

Audio Files of information brochures for each of the 16 core bus corridors

HTML files of information brochures for each of the 16 core bus corridors

Draft Preferred Route Option Reports for each of the 16 core bus corridors

Proposed Approach to Environmental Assessment reports for each of the 16 core bus corridors

Draft Transport Modelling Reports for each of the 16 core bus corridors

Traffic count Data 2019 - 2020 reports for each of the 16 corridors, ATCs, JTCs and pedestrian surveys

Aims & Objectives of Core Bus Corridors

How traffic will flow videos of signal controlled priority simulation and bus gate simulation

Community forum information

Terms of reference for community forums

Community forum presentations from the 3rd round of public consultation

Presentations from meetings with local groups during the 3rd round of public consultation

Urban Realm Concept Designs

Timeline for the core bus corridor process

- 5. Preferred Route Option: Third Round of Non-Statutory Public Consultation 4th November 2020 16th December 2020
 - 5G Press Release & Media Engagement



Press Release for launch of Preferred Route Option Public Consultation on 4th November 2020:

PRESS RELEASE

NTA LAUNCHES 3RD ROUND OF PUBLIC CONSULTATION ON THE 16 CORE BUS CORRIDORS

To deliver 230km Bus Priority and 200km cycle lanes/tracks

Virtual consultation process underway until 16th December at www.busconnects.ie

4th November 2020 - The National Transport Authority (NTA) has today launched the third round of public consultation on the 16 core bus corridors being developed as part of the BusConnects programme. The Core Bus Corridor Projects will see the roll-out of 230km of continuous bus priority and 200km of cycle routes. In providing enhanced walking, cycling and bus infrastructure on key access routes into Dublin, the BusConnects Core Bus

Corridors will enable and deliver efficient, safe and integrated

sustainable transport into and out of the city.

The third round of public consultation on the Core Bus Corridor Projects focuses on the updated Preferred Route Options of all sixteen corridors. Over recent months the NTA has been making refinements along each corridor to take into account feedback received by the public in addition to further technical design work and urban realm improvements along each route.

The first round of public consultation on the Emerging Preferred Routes took place during late 2018 and early 2019 which received thirteen thousand submissions. A second round of public consultation on the Preferred Routes took place in March of this year. However, this round was restricted due to COVID-19, and it was decided that an additional third round of public consultation would take place in the latter part of this year.

Over the last six months design work has been ongoing and has culminated in the development of new Preferred Route Option brochures, detailing each corridor, together with a number

of draft technical supporting reports. Whilst the supporting documents are draft and will not be completed until the formal planning application is made they provide a significant amount of information on the following:

- Ĥ Proposed approach to environmental assessment for each of the 16 corridors
- Ĥ Draft Transport Modelling Reports for each 16 corridors
- Ĥ BusConnects Urban Realm
 Concept Designs document
- Ĥ Draft Preferred Route
 Options Reports for each
 16 corridors

Consultation on the proposals

begins today and runs until Wednesday, 16th December.
Due to current COVID-19
public health restrictions,
the NTA has created virtual
consultation rooms for each
Core Bus Corridor which allows
for review and feedback. The
public will have the opportunity
to view each Preferred Route,
maps, timelines and any

revisions made, since the last round of consultation. Further information and contact details are available at

www.busconnects.ie.

Submissions will be reviewed by the NTA with final transport and environmental impact assessments to be completed in the coming months. The NTA is due to submit the formal planning application to An Bord Pleanála for statutory consultation and approval in March 2021. Subject to approval, construction will commence on a phased basis in 2022 with each corridor upgrade taking approximately two years to complete.

Minister for the Environment, Climate, Communications and Transport, Eamon Ryan TD said:

"We are committed to a fundamental change in the nature of our transport system. Sustainable modes of travel such as cycling, walking, and public transport, has an enormous potential to facilitate a large proportion of our daily trips, but only if we provide the correct environment which protects and prioritises this mode of travel. The BusConnects Core Bus Corridor Projects is central to achieving this objective. By improving our city's transport system and ensuring that public transport, walking and cycling options are prioritised, we can encourage more and more people to make the switch to

sustainable transport modes.

The development of this project will also support the delivery of an efficient, low carbon and climate resilient public transport service. In moving more people from their car and onto the bus or on their bike, BusConnects can help to achieve Ireland's carbon reduction targets as set out in the Programme for Government.

This is our opportunity to make our city a more liveable and active environment and I would encourage those living in Dublin to engage in the NTA consultation and share their views on the future of our city's transport network. While Covid 19 is having a severe impact on lives and livelihoods, we must continue to plan for the economic and social renewal of our city."

Anne Graham, NTA Chief
Executive Officer said: "The
BusConnects Core Bus Corridor
Projects is at the heart of the
NTA's efforts to improve transport
services across our capital city. By
providing continuous bus priority
and much improved and safer
options to walk and cycle within
the city, we can incentivise more
people to sustainable transport
modes.

"Enhancing transport infrastructure has become all the more important as an evergrowing number of people choose to walk or cycle within the city

over recent months. These shifts in travel patterns are likely to have a long-lasting impact. Buses will continue to be the most important mass public transport mode for our cities. Through the rollout of the sixteen Core Bus Corridors, we can put in place a long-term solution to meet the evolving travel needs of the public. Modern cycling infrastructure will provide new options for families within communities throughout Dublin to cycle safely "Although COVID-19 has meant we are unable to rollout in-person information events, I would encourage the people of Dublin to visit our virtual consultation rooms and share their views on the revised proposals in the coming weeks."

For further information on the consultation and on the BusConnects Core Bus Corridor Projects, visit:

https://busconnects.ie/.

ENDS

Media Plan:

For the third round of Non Statutory Public Consultation, we used radio, press, digital and OOH.

As this plan occurred during Covid-19, we saw the general population turn to trusted news sources and radio consumption increased. For the November plan, we used both local and national radio targeting Great Dublin and Wicklow. National radio gave us broad reach and many local stations have built up a loyal audience base over the years, which again we were able to tap into. On the press, we included national and regional titles to reach the target audience across Greater Dublin and Wicklow.

As transport was at limited capacity, OOH was used to reach the target audience in a retail environment instead, and while they were out & about in their local areas.

As digital channels worked well for us in the 2nd round of non-statutory public consultation, we expanded our digital presence in November. One of the standout behaviour changes we saw during Covid-19 restrictions was the increase in digital audio consumption and this channel was added

to the November plan. Social Media, Display, Digital Audio, YouTube and Near were used in the November plan. YouTube and social media allowed us to utilise video assets, which had a very strong performance over the course of the Preferred Route Option Third Round Public Consultation Media Advertising - Launched 4th November 2020:

campaign.

Preferred Route Option Third Round Public ConsultationMedia Advertising - Launched 4th November 2020:

Press	Public Consultation Ad	13 editions	 The Irish Times Irish Independent Sunday Independent Herald Dublin Gazette Dublin People Echo (Tallaght, Lucan, Ballyfermot, Clondalkin) Wicklow People Fingal Independent The Scan
Radio	1 radio ad	6 radio stations	 RTE Radio 1 RTE 2FM TodayFM Newstalk 98 FM FM104 Nova Eastcoast FM

ООН	Public Consultation creative, static and video	111 locations across GDAat Purchase points, MallDpods, DX Screens, Local Convenience store Adbox	
ООН	Bus Shelters	278 sites cycle 23 338 sites cycle 24	4th - 14th November 2020,15th – 29th November 2020
Social/ Digital	Video with VO and static images	Twitter, Instagram, Facebook	



5. Preferred Route Option: Third Round of Non-Statutory Public Consultation – 4th November 2020 – 16th December 2020

5H Advertising



Press advertisement published in the Wicklow People – 04 November 2020:

10 NEWS

WICKLOW PEOPLE I Wednesday, November 4, 2020



Permission for new classrooms

Permissionisbeingsoughttoinstallfour temporaryclassroomsat Colaiste Bhride in Carnew.

The Kildareand Wicklow Education and Training Boardhavelodgedan applicationwiththelocalauthorityfor four 49 sqmtemporaryprefabricated classroomsandallassociatedsiteworks

theschoolin Carnew.
Theapplication, whichwasreceived by Wicklow County Council'splanning section on October 27, is still attheprevalidationstage.

December 21.

Calendars on sale

Arklow RNLI's 2021 calendarisnowon

the Arklow RNLlfundraisingbranchpage

Planning granted

permissionforsafetyandengineering worksat East Avoca Mineshasbeen dby Wicklow County Council.

The Ministerfor Communications, Climate Actionandthe Environment

whichrelatestossitest Tigroney West in Avoca.
Thelocalauthorityinitiallygranted permissionforthesafetyandengineering worksin 2015. Therprojectincludesthe re-routing ofexistingelectricitylineter unundergroundalongthesacessroad totheeastofthesiteandremovalofthe pylonlocatedwithinthesite.
Permissionwasalsograntedfor stabilisation, safetyanddrainageworks at thesite, thedevelopmentofasurface andundergrounddrainagenetworkon theroadtotherearofthesiteandacross thespoilheaptofacilitateimproved site drainageandotherasociatedworksat theprotected East Avoca Minessite.
Theplanningsectionnoteththatworks

Theplanningsectionnotedthatworks at thesitehadalmostbeencompleted andthe Departmentstatedtheproject wouldbefinishedwithinfiveyears,

subjecttofunding.

Anextensionofthegrantofplanning
permissionbyanadditionalfiveyears

Resurfacing

Roadresurfacingworksaretotakeplace

Closing date for wind farm public consultation coming to an end

SSE Renewables is looking for potential suppliers that may be interested in carrying out two work on the Arklow Bank Wind Farm.

The company released two periodic indicative notices recently last.

The preliminary notices, which are available to give information to SSE Renewables about sup-



BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

- These improved routes will:

 make bus services more reliable

 enable safe cycling

 reduce congestion

 decrease pollution.

They will play a significant role in creating a more sustainable city with improved pedestrian and

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for your feedback

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a virtual consultation room of each corridor on our website busconnects.ie. Each virtual room shows detailed maps and design proposals with background information to view

View the detailed proposals and have your say at





Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rotha**r a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

- Mar gheall ar na bealaí feabhsaithe seo:
 beidh seirbhisí bus níos iontaofa
 beidh rothaíocht níos sábháilte;
 agus beidh brú tráchta agus truailliú
 laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd **seomraí cohmarliúchán fíorúil** le haghaidh gach conair comarliochán florúil le haghaidh gach conair ar ár suíomh busconnects.ie. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eol cúlra er teaspeáint sna seomraí fiorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie

New location for centre

Arklow Community Action Re-Action Community Action Resource Centre is in the process of moving to a temporary new

location.

The local group will be operating from the Silver Band Hall near Lower Main Street over the coming months. Volunteers are currently working to move items from their current location at Paramount Arcade to their temporary home. The move is expected to be completed over the next two weeks. Hilary Sharpe of Arklow Community Action Resource Centre said 'we are overwhelmed by the offers of support from the community. However, we can't take any items until the move is completed. We're asking people to hold onto the donations for another week or two.' Meanwhile, the Arklow Community Action Resource Centre's work from Tesco Extra on the Wexford Road will continue as usual. The group thanked all those who have offered donations or any support.

Details of the annual Christ-The local group will be oper-

port.

Details of the annual Christ-mas food appeal will also be announced in the coming weeks.

Power outage in Rathdrum

Over 1,000 homes and businesses in the area of Rathdrum were without power on Thursday due to a power outage.

It's understood that fallen branches caused a fault in a power lime with 1,050 homes and business in Avoca, Rathdrum and the surrounding areas affected by the incident. Power was restored to the affected homes and businesses by 12 p.m.

A spokesperson for ESB Networks confirmed that a fault occurred which impacted on about '1,050 homes, farms and businesses in the area'.

ea.
'Initial indications are that the fault was as a result of some fallen branches on a line and we continue to monitor the situation.

'We apologise to all cus-tomers in the area for the inconvenience caused,' the spokesperson added.

Application to change use of industrial unit

Plans have been submitted to extend an industrial unit in Croghan Industrial Estate in Arklow.
SU Autoparts Lid are secking to extend a section of a building to extend a building to extend a building to extend a building to extend a building to

Press advertisement published in the Dublin Gazette – 05 November 2020:

5 November 2020 DUBLIN GAZETTE 9



SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle tracks and lanes along 16 of Dublin's busiest corridors.

These improved routes will:

- · make bus services more reliable
- · enable safe cycling
- reduce congestion
- · decrease pollution.

They will play a significant role in creating a more sustainable city with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for your feedback.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a virtual consultation room of each corridor on our website busconnects.ie. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.ie

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

Is é aidhm na Conairí Bus **230km cead bealaigh bhus** a soláthair agus **200km de raon rothar** a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath,

Mar gheall ar na bealaí feabhsaithe seo:

- · beidh seirbhísí bus níos iontaofa
- beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí trid seomraí cohmarliúchán fíorúil le haghaidh gach conair ar ár suíomh busconnects.ie. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúlra ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie





Press advertisement published in the Irish Independent – 05 November 2020:

IRISH INDEPENDENT Thursday, November 5, 2020

asdasd News





Coveney insists he supports Shared Island Unit despite row

Foreign Affairs Minister clashed with Taoiseach over the issue

a decision to second a senior civil servant from his depart-

civil servant from his depart-ment to overse the Shared Island Unit.

The Taoiseach defended the creation of the Shared Island Unit, which he noted was a commitment in the Pro-gramme for Government.

He was supported by Fianna Fåil ministers Darragh O'Brien and Michael McGrath, who insisted the unit was a good policy objective and had been well received.

Tänaiste Leo Varadkar told the meeting he understood

Tánaiste Leo Varadkar told the meeting he understood his deputy leader's concerns, but ultimately said he sup-ported the creation of the unit as proposed.

Last night Mr Coveney did not comment directly on the concerns he raised about the unit at Cabinet.

Cormac McQuinn

FOREIGN Affairs Minister Simon Covency has insisted the is "supportive" of the Government's Shared Island Unit I made that clear yesterday and I've made it dearpublicly.

The Irish Independent revealed how the Fine Gael and Fianna Fáil colleagues clashed during exchanges over the establishment of the new unit in the Department of the Taoiseach.

Mr Coveney told the Cabinet on Minister Island Unit, I made that clear yesterday and I've made it dearpublicly.

"I'm supportive also of the Shared Island Unit having a significant budget in terms of focusing on shared projects, north and south, that we can help to find and make happen in the years ahead."

Mr Coveney told the Cabinet on the Island Unit having a significant budget in terms of the Shared Island Unit, he feared its establishment was "undermining" the work of his department in relation to Northern Ireland, according to sources.

The Fine Gael deputy leader is said to have suggested the unit will reduce the standing of his position as Foreign Affairs Minister.

He also raised concerns over almost are confidential."

But Mr Coveney insisted: "I am supportive also of the Shared Island Unit having a position of focusing on shared projects, north and south, that we can help to find and make happen in the years ahead."

Mr Coveney added: "I'm ade that clear yesterday and I've made it dearpublicly.

"I'm supportive also of the Shared Island Unit having a spelland Unit having a spelland Unit and the point and south, that we can help to find and make happen in the years abead."

Mr Coveney dided: "I'm ade that clear yesters of focusing on shared projects, north and south, that we can help to find and make happen in the years abead."

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Mr Coveney dided: "I'm as help to focusing on shared projects, north and south, that we can help to focusing on shared projects, north and south, that we can help to focusing on

Island Unit."
Plans for €500m in spending to support cross-border projects under the Shared Island initiative over the next five years were outlined in the Budget. Of this, €50m is to be spent

Of this, €50m is to be spent next year.

Mr Martin launched the initiative last month, saying the 'Brits out' rhetoric will ''zet you nowhere''.

He said: "You have to go the hard yards and speak to people about the challenges facing the island."

the island."

Mr Martin said his goal is to bring people from different perspectives together to create a "shared agenda" which is set out under the Good Friday

Agreement. He added: "I've heard all the rhetoric, I've heard it for years, I grew up through the 'Brits



Taoiseach Micheál Martin

out' – that gets you nowhere." Mr Martin said the €500m budgeted for the Shared Island Unit showed his commitment to an all-island approach to the challenges both jurisdictions are facing over the coming

years. He said progress was "over-

He said progress was "over-due" on longstanding joint commitments to cross-border investment in the A5 transport corridor, the Ulster Canal and the Narrow Water Bridge. Mr Coveney was speaking at the launch of the Govern-nent's "Be Winter Ready" information campaign, which offers advice to the public on how to prepare for extreme weather events and stay safe during storms in the coming months. He referred to last week-

months.

He referred to last week-end's weather as well as Storm Emma and Storm Ophelia in outlining the importance of such information campaigns. Mr Coveney said this year the

country faces the additional challenge of the ongoing pandemic and he encouraged people to follow public health advice and download the Covid-19 Tracker App. He also said: "Of course, we all hope that there will be no severe weather events in store for us this winter. "Unfortunately, that may not be the case and our preparedness as individuals across our various communities, and as a Government, should be based on prudent planning and not good fortune or hope."

The Government Task Force on Emergency Planning met

on Emergency Planning met yesterday to discuss the winter readiness campaign. The information is available at www.winterready.ie.



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Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

dishes out unpalatable truths

impacts will be more acceptable if those least equipped, financially and practically, to cope with them are well supported to do so. How could that principle be enshrined in legislation, the

enshrined in legislation, the committee wondered?
Too late, Prof Anderson said.
"Let's be clear, the Paris safter with the saft stripping away any fleck of wishful thinking that might have adorned the accord.
Holding global temperature rise to 1.5 degrees Celsius, as is the hope of the agreement,

or even to 2 degrees Celsius, which is now more likely, will still bring much death and

still bring much death and suffering, mainly to the poorer communities of the climate-vulnerable parts of the world. "Those suffering will primarily be people of colour, and initially the burden will fall disproportionately on women and children," he said. "These are impacts that we, in the wealthy highemitting nations, have chosen to impose upon poor and low-emitting communities by preferring rhetoric

and unfounded optimism

By "we, the wealthy", he meant comparatively speaking, for a typical Irish person's emissions are 50pc higher than the Chinese, as well as almost twice the global mean and over eight times that of the average African.

That's the ungarnished, unjust, depressing truth.
The question is, has the Government the stomach to swallow it? By "we, the wealthy",

Project Ireland 2040 NTA

Press advertisement published in the The Herald – 05 November 2020:

News 19

'I want to learn and change, keep exploring', says Daisy

DAISY Edgar-Jones has said she would like to "morph" as an actress. The Normal People star (22) told Harper's Bazar she is "really excited to keep exploring the things I want to do".

to do".

The young
Londoner
has been
named
among the
magazine's
women of the
year.

Edgar-Jones discussed the future of her

Londoner
Lon

career in an interview with the publication. "I'd like to see how much I can morph and change and learn," she said.

"I'm excited to keep exploring what I can do."
Reflecting on the worldwide success of Normal People, she said she feels "very
lucky to have been part of
such a special show
that h s resonated with a lot of

MAGICAL "Television

day".
"Getting my make-up and hair was fun, and showing off my shoes," she said.

"Now I'm just sitting nerin my slippers."

The actress, who played Marianne in the BBC adaptation of Co Mayo author Sally Rooney's novel, also discussed what auditioning is like during the Covid-19 pandemic.

is like dui...,
pandemic.
"I've got quite good at
balancing up the camera
and doing the lighting," she

said.
"The only thing is work-

"The only thing is working out your eyeline.
"Sometimes I get a bit shy if I'm staring at the camera too much."
She also discussed working with new social distancing rules in place, saying it feels "a wee bit strange at first, but it's mad how used to things you get".
"Actually, I'm just so happy to be back working," she added.



New plan to build flats on Drake Inn site is thrown out

PLANS to build an apartment block on the site of a historic pub in the centre of Finglas

pub in the centre of Finglas village have been rejected. An Bord Pleanála turned down an application by developer Mulsh Sarl to demolish the former Drake Inn on the corner of Main Street and Jamestown Road and put up a six-storey building comprising 32 apartments, a gastropub and shop. The board rejected an appeal by the developer against Dublin City Council's decision to turn down the proposal to convert the existing two-storey building, even though Mulsh Sarl had revised its original plan to reduce the height of the structure and number of apartments.

The council claimed the company's plans represented over-development of the site and criticised the lack of communal

pany's plans represented overdevelopment of the site and
criticised the lack of communal
space.

An Bord Pleanála said the
proposed development was
vivisually incongruous' in terms
of its design quality and sealand would set an undesirable
precedent for future development in the area.

The board said the plans
to redevelop the former putwould also seriously nijure the
visual amenity of Main Street
and would run contrary to the
council's stated policy on urban
regeneration.

The board pleanála said Finglas
hand plans lasid Finglas
hand would refers allowed in
the bepartment of Housing in
thistorical Society.
Several submissions noted
the proposed height of the
partment block, at 19 metres allowed in
bublin's outer suburbs.

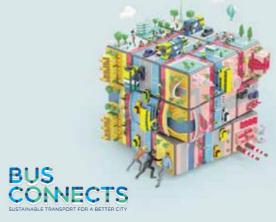
The timpector said
the
visual amenity of Main Street
and would run contrary to the
council's stated policy on urban
regeneration.



It also claimed the design of the units did not meet standards set for new apartments by Tidy Towns and the Finglas the Department of Housing in terms of the required number with dual aspect.

Ellis and Fianna Fáil's Paul McAulife, as well as Finglas the Towns and the Finglas Historical Society.

Several submissions noted the proposed height of the



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They will play a significant role in creating a more sustainable city with improved pedestrian and

Project Ireland 2040 NTA

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Press advertisement published in The Echo -05 November 2020:

The Echo, Thursday, November 5, 2020

news@echo.ie 15

18 months for man who stole six kegs of beer from outside a pub

A MAN who stole six kegs of beer from outside a pub has received an 18 month suspended sentence., reports Fiona Ferguson and Sonya McLean.

McLean.
Peter Brazil (41) was caught on CCTV stealing the four kegs of Fosters and two kegs of Beamish.
Brazil, who has 268 previous

gardai from the footage.
Brazil, of Saint Ronans Drive,
Clondalkin, pleaded guilty at Dublin
Circuit Criminal Court to theft of the
alcohol from The Great Wood
Wetherspoons Pub, Westend
Retail Park, Blanchardstown on
September 7, 2016.

The total value of the goods, which were not recovered, was €800.
Judge Pauline Codd had adjourned the case having heard evidence last July to allow Brazil time to engage# with the Probation Service.
On Monday, Judge Codd said

Brazil had shown "all the nallmarks of a long-term drug addiction" and his health has also been impacted by it.

She sentenced Brazil to 18 months in prison which she suspended in full for two years on the condition that he engage with the Probation Service for two

years.
"If you don't co-operate with the Probation Service you will go to prison. This level of thieving has to stop," Judge Codd told Brazil after she acknowledged that although he was not the instigator of the theft he was "nonetheless culnable."

St Vincent de Paul receives 95,000 requests for help



HELP: People are looking for support from SVP

By Aideen O'Flaherty

aideen@echo.ie

aideen@echo.ie

AN additional 149,000 people around the country were going without basics in 2019 compared to 2018, according to recently released figures by the CSO - leading to a surge in demand for assistance from poverty charity the Society of St Vincent De Paul (SVP).

The charity has received almost 95,000 requests for help so far this year from struggling low-income individuals and families, and they are concerned that those households will be more likely to be exposed to an "economic shock" now compared to a decade ago.

According to SVP, in 2019, 42.7 per cent of those living below the poverty line were experiencing enforced deprivation, which means going without basics such as nutritious food or adequate heat — this is compared to 29 per cent in 2008.

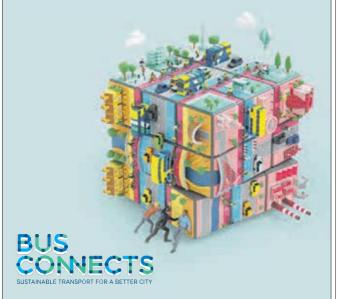
While there has been an increase in average incomes in recent years, the latest findings of the CSO's Survey on Income and Living Conditions (SILC) on poverty and deprivation, show that one in seven of those living in rented accommodation were defined as living in consistent poverty.

It was also revealed that over a third of

tions it riving it reme accommodation were defined as living in consistent poverty.

It was also revealed that over a third of remets were going without basics – and SVP have said that housing costs have been one of the main drivers of financial hardship among low-income households.

Dr Treia Keithty, SVP Head of Social Justice, said: "Child poverty must be tackled as it can negatively affect the entire life course of a child, limiting opportunities and making it more difficult for them to realise their full emotional, educational social and economic potential. "While there was some progress between 2016 and 2017 with 25,000 children being lifted out of poverty, the



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challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now askin for your feedback.

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View the detailed proposals and have your say at

Project Ireland 2040 NTA

Tá an triú chéim den comharliúchánround of phoiblí ar na Conairí Bus ar súil ag the BusConnects anois.

It é sidhm a Conairí Bus 230m ceat bealaightas priority bhus a solithair agus 200km de raon rothar a along 16 of solithair ar 16 de na conairí boithre is guodhaí 17 hese mBaile Atha Cliath.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd scomraíof each conharliúchán forúil le haghaidh gach conair Each virtual ar ár suíomh busconnectsie. Tá léarsáileanna proposals with mionsonraithe, tograí déaraidh agus roinnt colasand cúlra ar teaspeáint sna scomraí fiorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig



By Mary Dennehy mary@echo.ie

mary@echo.ie

A CONTRACTOR has been appointed to construct a new social housing development in Killinarden, with hopes high that the homes can be allocated to tenants by early 2022.

South Dublin County Council has this week confirmed to The Echo that it has appointed ML Quinn Limited as the contractor to construct Catherine's Row, a 12-home development in Killinarden. The social housing development, which was passed in 2018, is planned for lands on a site in Killinarden. The social as site in Killinarden. Construction is expected to commence mid-November.

In a comment to The Echo, a council spokesperson said: "The initial site development works will take two to three months followed by an 11-month construction period.
"The council antiticpates completion of the development and allocation to tenants in late 2021/carly 2022."

The site for Catherine's Row lies in close promity to local schools and an established residential area.

When asked about safety measures in place during construction, the council said: "The contractor has submitted, prior to site start, a comprehensive Health and Safety plan, which prior to site start, a comprehensive Health and Safety plan, which recognised and addresses the risks to local residents and the schools in the

area.

"The contractor will be liaising with
the schools directly to ensure that the
construction does not pose a risk
particularly to school children passing
the site."

latest figures see a reversal of the positive trend which is very

positive using mean and processing with the pandemic disproportionately impacting low-income families, it is essential that child poverty is held as a political priority across government departments and throughout the

political system. "Overall, these figures underlin "Overall, these figures underline the need for government to set out a roadmap for the right kind of recovery following the pandemic, which allocates sufficient resources to tackle

overty and social exclusion as a priority. "Any plan for Ireland's recovery

must tackle the inequalities that are preventing our people from reaching their potential and which are storing up human, economic and social costs for the future."

for the future."

The charity is calling on the government to benchmark social welfare rates and the National Minimum Wage against the cost of a

Minimum Essential Standard of Living, in recognition of the real costs being faced by households in Ireland. They added that there is a need for much greater investment in housing childeare, health, education and energy efficiency measures so that individuals and families are supported to find a way out of poverty.

Press advertisement published in the Irish Times - 05 November 2020:

THE IRISH TIMES

USelections2020

Election battle to move from polling booths to courtroom as Trump defiant



Lynch

Supreme court could end up playing role in deciding outcome of election



News Agenda 3

Ballina bides time and watches the odds reduce on its favourite son





BUS CONNECTS

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.



Press advertisement published in the Irish Independent - 08 November 2020:

'Con Air'-style plan to transfer violent inmates will shut M50



NEWS 3





Eight gardai are suspended in 'corruption' probe

'I read it, then sat on a park bench and just sobbed'

Sinéad's mum suffered delayed cancer diagnosis at Letterkenny











Press advertisement published in the Fingal Independent - 10 November 2020:

It's Fingal Inclusion Week!

by JOHNMANNING

NEXT week sees the second Fingal Inclusion Week with over 37 virtual events taking place around the region. The week, which runs from November 16 to 21 is an initiative of Fingal County Council Community Development Department and the Fingal Public Participation Network. Fingal Public Participation Network. Fingal Public Participation Network where organisations are involved in to reduce social exclusion and poverty in Fingal.

Mayor of Fingal, Clir David Healy said: 'Social exclusion is an ongoing issue for many people of all ages how we can mind our own physical and has been brought into sharper focus in 2020 during the Covid-19 restrictions. Fingal healthy weekly over the fingal continuation was reliable to the instance of this issue, will allow people to interact with community groups and join in with fun activities of the time themsel. Anni Marier Farrelly, Fingal County Council Anni Marier Farrelly, Fingal Coun

and mental health and wellbeing by adding healthy and helpful habits to our daily and weekly routines.

"We want to create a county where everyone can enjoy physical and mental health and wellbeing to their full potential; where wellbeing is valued and supported at every level of society; and where wellbeing is everyone's responsibility. The 37 events planned for Fingal's Social Inclusion Week will be important steps on our journey towards a Healthy Fingal as they will provide advice and support as well as many chances to engage personally online with organisations who are doing tremendous work in our communities."

Fingal Inclusion Week is very important to raise awareness of the excellent work being done by community groups and the Fingal Community Development Department and the Public Partic-

Development Department and the Public Partic-piation Network to combating social exclusion. The week also seeks to raise awareness of the barriers experienced by citizens of Fingal that lead to social exclusion and promote an under-standing of inclusion in Fingal. Participating organisations and community groups are hosting events to explore such issues through a series of

interviews and panel discussions.

For more information, an online event brochure of 37 events can be found on fingalinclusionweek.ie

Knuckle duster

A MAN who was in possession of a knuckle duster while intoxicated has been placed on a one year Probation Bond.

Christopher Dunne (26) was also in possession of a small amount of cocaine when gardai arrested him at Castlegrange Avenue in Swords on June 16 2019.

Otto State of State o

yrammes.
'He is drug free now and has a job lined up on a fishing boat in Skerries,' Ms Flannery told the District Court.

Judge Dempsey placed the defendant on a one year Probation Bond on his own bond of €300 and told him to 'Keep up the good work.'

Pipe theft

Charges

A MAN charged with the theft of a number of items including copper pipes and radiators from two separate businesses had his case adjourned until January.

Emmet Brady (37) is alleged to have stolen copper pipe and a copper cylinder worth a total of €566.77 from Chadwicks in Turvey, Donabate on February 15, 2019.

He is also alleged to have

15, 2019.

He is also alleged to have stolen four radiators from B&Q in Swords on June 1, 2019. The radiators are alleged to have been worth €424.

The accused, who has an address at Bride's Glen Park in Swords, had his case adjourned until January 8 at Swords Dis-trict Court.



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- These improved routes wit:

 make bus services more reliable
 enable self-cycling
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in a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for your feedback.

Due to Government Covid-Til netrictions, we have endeavoured to create a public consultation reprehense through a virtual consultation room of each corridor on our website busconnectule. Each virtual room shows detailed maps and design proposals with bussignound information to view.

View the detailed proposals and have your say at





Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag

is é aidhm na Conoiní Sus 230km cead bealaigh bhus a sciúthair agus 200km de raon rothar o aolathair ar 16 de na conainí boithre is gnothaí i mBalle Atha Cliath.

BusConnects anois.

Mar gheall ar na bealaí feabhsaithe sei • beidh seirbhiú bus níos iortaola • beidh rothaíocht níos sábháilte • agus beidh brú tháchta egus truailtíú leghdeithe sa chathair.

i rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghlaidh ag obair ar na bealai roghnaithe le haghaidh na li6 Cenairí Bus agus anois tá muid ag iamhidh d'aiseolan.

Mar phasit ar na srianta coronvineas, chrùtheigh must an taith comharillachar phabill trid seomal cohmarillachar phabill trid seomal cohmarillachar foraill le haghaidh gach conav ar ar suiomh busconnectule. Ta learscalte

Spat at Gardaí



Balbriggan District Court

A WOMAN who spat in the eye and face of a member of An Garda Siochana had her case adjourned until later this month for her to elect which court she wants her case heard in.

Lisa Gavin (40) is alleged to have become abusive while gardai arrested a male at Castle Hills on June 9.

It is alleged the accused was then arrested and allegedly lashed out and spat in the face of Garda Darren McGreever.

The accused, of Hastings Close, Hamilton Way in Balbriggan is charged with assauling Gda McGreever causing him harm.

harm.
She is further charged with being intoxicated, failing to comply with garda direction and using threatening and abusive behaviour on the same date.

date.
'It is alleged she spat in the face and eye of the member,' said Sergeant Patricia McGarrity.

The Director of Public Prosecutions has directed summary disposal of the case meaning it can stay at district court level, where if convicted, the penalties are less than those imposed at are less than those imposed at circuit court level.

circuit court level.

On hearing an outline of the alleged facts, Judge Dermot Dempsey accepted jurisdiction and adjourned the case until November 26 for the accused to elect which court she wants her case heard in and a plea to be entered or a hearing date to be fixed.

Press advertisement published in the Northside People East – 11 November 2020:

NORTHSIDE PEOPLE EAST 11.11.20



The new department was outlined as one of the key objectives in the hospital's 2018-2020 Strategic Plan, which is on track to be delivered by year end.

New Admissions Department unveiled at Cappagh Hospital

THE National Orthopaedic Hospital Cappagh, Ireland's largest dedicated orthopaedic hospital, has opened the doors to the new admission

to the new admission department.

The new department was outlined as one of the key objectives in the bospital's 2082-2020 Strategic Plan, which is on track to be delivered by year real.

The former Admissions Department

was located at the rear of the bospital, a considerable distance from the main hospital entrance.

This previous location

had sometimes led to

had sometimes sed to confusion, as patients regularly presented for admission at the main hospital reception. In a bid to simplify the physical journey and enhance the patient experience, management experience, management identified the need to relocate the Admissions Department to a building adjacent to the main

adjacent to the main hespital entrance. The newly opened admissions department will simplify and streamline patient flow. The new state of the

art department has two consultation pods that offer patient privacy

during the admissions process. The area has several power points and is Wi-Fi-enabled so that patients can charge personal electronic devices and connect to the leather to the to the internet prior to

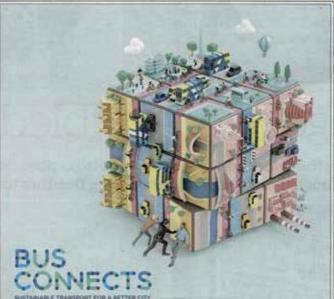
The new department was outlined as one of the key objectives in the bospital's 2058-2020 Strategic Plan, which is on track to be delivered by year end. The former Admissions Department was located at the patient and staff convenience and enhance the overall hospital experience. "As demand for elective orthopaedic

elective orthopaedic surgery increases, following a 15 per cent increase in activity in the hospital in the past two years, we are confident that our new Admissions Department and the Admissions Team are well-placed to access resente nations. accept greater patient numbers and rise to

mumbers and rise to future challenges.

"We are also pleased to confirm that the vacated Admissions Department will be resssigned to the Radiology Department, and plans are propressing for the installation of a long-awaited CT scanner,"

Fingal's field names are available to view on new online database



round of Public Consultation for the Core Bus Corridors.

tion priority and 200km of cycle tracks and lan along 10 of Dutato's transet considers.

Project beland awas NTA

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag BusConnects anois.

THE Fingal Fieldnames Project has reached a milestone as the names recorded so far have now been made available online for the first time.

In a collaboration in a constraint between Christine Baker, Fingal Heritage Officer and Mairéad Nic Lochlainn of Fiontar & Scoll na Gaeilge, Dublin City University the information has been made available on Meithael Logalem, ie.

Meithael Logazim, e. The Fingal Fieldmanes Project aims to explore and record the rich legacy of fieldnames and related heritage in our local landscapes. Every field in Fingal, and across freshoul has a some

Every field in Fingal, and across freland, has a name or had one in the past. Names may derive from the topography of the land, or from the owners, or may describe the purpose of the field, its size or may relate to some size or may relate to some event that took place in the field.

the field.
Together these names tell us much about the history and beritage of our local landscapes.
Since 2018, volunteers across the county were given the training by Abarta Heritage to record the field names of their localities.

localities.
They have been consulting old maps and documents, speaking to farmers and gathering as much knowledge as they can. Back of the Yard, Front of the House, Jackes States, Lower Lee.

Front of the House, Ladies Stairs, 'Long Log' and 'Collier's Horn' are just some of the field names in Fingal which have been collected. Now you can view the results to date of the Fingal Fieldnames project on lattps://meithed. logalimi.log/ingal-fieldnames/



History is more than child's play

DUBLIN City's first ever
Historian-in-Residence
for Children has started
work in her new role
work in her new role
a partnership between

connection with and curiosity about the history of Dublin.

Press advertisement published in The Herald – 12 November 2020:

10 News

No festive cheer for Henry Street stall traders

IT'S usually one of the most live-ly places in Dublin in the run up to Christmas, with bright lights and street vendors shouting out offers for last-minute gifts

However, casual traders who

However, casual traders who the lead up to Christmas will not be allowed to do so this year. Dublin Gity Council today told the committee for casual trading a decision had been made "at the highest level" against allowing the traditional Christmas street market to go ahead. This was over public health concerns during the Covid-19 pandemic.

Covid-19 pandemic.

Covid-19 pandemic.

Labour Party councillor Joe
Costello, who is on the committee, said there was disappointment and anger over the
decision, especially given the
public health advice is that
outdoor settings are safer than
indoors.

"There was a climmer of

hope as the situation [regarding Covid-19 case numbers] has im proved in recent weeks," he said.

"Obviously, we knew it wouldn't be happening under Level 5, but it looks like we will be moving back to Level 4 or Level 3.

"This is a tradition leading up to Christmas and it only would have been for a few weeks.

have been for a few weeks."
Around 60 traders usually set up stalls on the street in the run up to the festive period, though only around 40 were planning to do so this year.
"There is a contradiction there because the indoor shops will be open with shoppers inside while the street traders remain closed," Mr Costello told the Herald.
"It was quite an anery meet-

"It was quite an angry meet-

'It's very bright and cheerful and we were hoping it could go ahead

ing," he said. Mr Costello said there had been ongoing dis-cussions and a risk assessment report had been prepared in September.

Concerns were raised about the numbers who would be attending, but he said there was no specific direction that it would not go ahead.

CHEERFUL

CHERFUL
Traders and members of the committee were satisfied it could be held safely.
"It's very much a Christmas tradition, it's bright and cheerful and we were hoping against hope that it could go ahead."
He had argued for waiting a number of weeks before a final desiries were made.

decision was made. Sadie Grace (65), who has

Sadie Grace (65), who has been selling lights and decorations at her stall on the street every year before Christmas since she was 13, said she was disappointed at the decision.

"This is the first year I won't he there." she said

be there," she said.

Dublin City Council was con-



Vendors won't be selling festive goods on Henry Street

Wife told to get a court order to heat halfof home

A HUSBAND told his estranged A HUSBAND told his estranged wife, with whom he shares the family home, that she needed a court order to cross into his side of the house to turn on the heating, the High Court has heard.

Mr Justice Max Barrett granted the woman a decree of divorce after finding her estranged husband has still not fully disclosed his financial position and engaged in "bad"

position and engaged in "bad" and "mean-spirited" behaviour towards her.

towards her.

The couple currently live separately in a partitioned family home and the man has taken to making noise at irregular hours.

He had argued that the woman required court orders to cross into his section to turn on the heating.

on the heating.

Mr Justice Barrett said the

man had sought to depict him-self as "reasonable", seeking only what was fair and wishing his estranged wife well but, over a prolonged period, he behaved badly towards her.

He had behaved in a "vola-tile" manner, with the result the woman previously obtained an interim barring order against

The woman was so fearful she left the family home at

While the man maintained he has never been violent towards her, "by which he presumably means he has not hit her", that was to mistake the nature of an interim barring order and the undertaking.

He also sought to introduce an intimate and irrelevant detail from the woman's "long-distant past" which he "insensitively, even cruelly" While the man maintained he

"insensitively, even cruelly" described as "baggage", before the court stopped him.

DISREGARD

DISREGARD
"If a man is inclined to treat
his estranged wife with such
disregard/discourtesy in court,
he will find himself facing an
uphill battle in seeking to establish his being more generally a
reasonable man."
The counter married some

The couple married some years ago and have adult chil-dren. They have been separated for more than two years and the wife said there was no possibil-

wife said there was no possibil-ity of reconciliation.

The judge said he would grant a decree of divorce. He made orders for sale of the family home and giving the

BRIEFS

Brother murder accused in court

A MAN accused of murdering his younger brother at their home in Dublin last week has been further remanded in custody.

Gary Murtagh was ar-Gary Mutragh was ar-rested after the body of Paul Murtagh (42) was found at their family home at Auburn Street, Phibsborough, last

Friday.
The 47-year-old faced his second hearing yesterday at Cloverhill District Court when he was remanded in custody by Judge Victor Blake to reappear on Novem-ber 25. A bail application in a rder case must be made in the High Court.

Guinness recalls alcohol-free beer

■ GUINNESS is recalling cans of its recently launched non-alcoholic stout amid afety concerns over microbiological contamination.

The recall, which the brew-er described as precaution-ary, impacts the UK market, as the product was not yet on sale in Ireland.

sale in Ireland.
Guinness 0.0 was launched
last month amid much
fanfare after a four-year
development process, and a
statement from the company
read: "The issue is isolated
to Guinness 0.0 and does not
invact any other Guinness impact any other Guinness variants or brands."

Pope vows to end all sexual abuse

■ POPE Francis has pledged to rid the Catholic Church of sexual abuse and offered prayers to victims of ex-Car-dinal Theodore McCarrick, a day after the Vatican released a detailed report into the decades-long church cover-up of his sexual misconduct.

of his sexual misconduct.
"I renew my closeness to
victims of any abuse and
commitment of the church to
eradicate this evil," Francis
said yesterday.
The report blamed a host
of hisbone cardinals and

of bishops, cardinals and popes for dismissing mountains of evidence of McCardinals and popes for dismissing mountains of evidence of McCardinals and populations are also as a few populations of the population rick's misconduct.

Torvill and Dean host climate show

JAYNE Torvill and Christopher Dean have travelled to Alaska to explore the effects of climate change in a new documentary for ITV.

The one-off film, Dancing On Thin Ice With Torvill & Dean, follows the duo on their trip to fulfil their dream of skating outside in nature.

of skating outside in nature. However, while there they discover it is Alaska's hottest year on record. The Olympic skating champions travel into the wilderness in a hunt for wild ice, skating wherever they can, as they seek to find



Press advertisement published in The Echo – 12 November 2020:

Community stalwart Tommy always gave his time freely

Community form a guard of honour and release balloons in blue, yellow and white

By Aideen O'Flaherty

THE Fettercairn community formed a guard of honour on the street leading up to the Fettercairn Community and Youth Centre last month as community stalwart Tommy Cousins, who passed away on October 26 aged 73, was brought there on his final

brought there on his final journey.

Tommy was a familiar face to many in Fettercairn and had strong belief in and praise for the area, which he moved to in the early 80s and shortly afterwards got involved in community organisations.

Philip MacAdam, the passager of the Esttercairn

manager of the Fettercairn Community and Youth Centre, told The Echo: "One of the things Tommy used to say was that the original community centre in Fettercairn was built by people in the area and they paid £1 per brick every week."
When the new community centre was developed Tommy was still a dedicated community worker and volunteer, and he had a particular passion for gardening. manager of the Fettercairn

gardening.



"He had green fingers," said Philip. "He did an awful lot of

Philip. "He did an awful lot of work in the community garden. "His last project was a memorial garden for people who couldn't go to their loved ones in the graveyards in Bohernabreana or Palmerstown. "He always gave his time freely, and even in the last few years he would still come into the centre and mop the floor and tidy the car park."

Tommy also collaborated

instrumental in setting up the Brookfield/Fettercairn Men's

The father-of-five was a passionate supporter of Leeds United Football Club, and he was well-liked in Fettercaim for his infectious sense of humour and his willingness to help others.

"He had no filter —he was a character," said Philip. "Behind the guarded exterior, he was a

big softy. He'd throw himself into anything to help."

into anything to help."

When Philip would start his shift at the centre on Thursday snitt at the centre on Thursday mornings, on the day when The Echo is delivered, Tommy would routinely be there before him, to pick up a few copies of the paper to deliver them to Fettercairn residents who weren't able to pick one up themselves.

"He was always thinking of

"He was always thinking of others," added Philip. Following the funeral Mass

last month, Tommy's last stop on the way to Mount Venus Cemetery was the community centre and the community

centre and the community garden in Fettereairn, where many residents formed a guard of honour and balloons in the blue, yellow and white of Leeds United FC were released. Tommy sadly never got to do the next project he wanted to carry out in the community memorial garden – the construction of a pergola – but the community is determined to

carry out the project on
Tommy's behalf, and a plaque
will be crected in the memorial
garden in honour of him.
Tommy was the husband of
the late Ann, and he is survived
by his sons Mark, Jonathan,
Terence, Raymond and
Stephen, and his grandchildren,
daughters-in-law Ann-Marie,
Pamela, Gemma, Sandra and
Shauna, brothers, nieces,
nephews, extended family,
neighbours and his large circle
of friends.



BUS CONVECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third Public Consultation for Core Bus Corridors

The Core Bus Corridors aims to deliver 230km of and 200km of cycle tracks and lanes Dublin's busiest corridors.

- improved routes will:

 make bus services more reliable

 enable safe cycling

 reduce congestion

 decrease pollution.

play a significant role in creating a more sustainable city with improved pedestrian and

Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a virtual to ossultation room corridor on our velosite busconnects; or com shows detailed maps and design with background information to view download.

View the detailed proposals and have your say at

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Is é aidhm na Conairí Bus 230km cead bealaighbus priorit bhus a soláthair agus 200km de raon rothar a along 16 of soláthair ar 16 de na conairí boithre is gnóthaí i These mBaile Atha Cliath.

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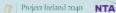
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 agus beidh brú tráchta agus truailliú They will
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Beidh ról suntasach ag na feabhsaithe seo i gcathair níos inbhuanaithe a chrúthú le áisea rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairi Bus agusDue to anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvireas, chrúthaigh muid an taithí comharliúchán phoiblí tríd seomraiof each cohmarliúchán fiorúil le haghaidh gach conair Each virtu ar ár suíomh busconnects.ic. Tá léarscáileanna proposals mionsonraithe, tograí dearaidh agus roinnt colasand culta ar teaspeánt sna scomraí fiorúil.







Press advertisement published in the Dublin Gazette – 12 November 2020:

12 November 2020 DUBLIN GAZETTE 9



BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle tracks and lanes along 16 of Dublin's busiest corridors.

These improved routes will:

- · make bus services more reliable
- enable safe cycling
- · reduce congestion
- · decrease pollution.

They will play a significant role in creating a more sustainable city with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for your feedback.

Due to Government Covid-19 restrictions, we have endeavoured to create a public consultation experience through a virtual consultation room of each corridor on our website busconnects.le. Each virtual room shows detailed maps and design proposals with background information to view and download.

View the detailed proposals and have your say at www.busconnects.le

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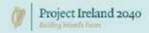
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Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie





Press advertisement published in the Fingal Independent – 17 November 2020:

FINGAL INDEPENDENT I Tuesday, November 17, 2020

NEWS 5

Council compensated with rates waiver funds

FINGAL County Council has been compensated by the Government for revenue lost through a commercial rates wave designed to help local businesses through the COVID-19 crisis. Minister for Housing, Local Government and Heritage, Darragh O'Brien TD has written to the Chief Executive of Fingal County Council to reiterate the Government's support for local government.

government. Support for local government. Minister O'Brien sent the letter as the second tranche of commercial rates rebates were issued to local authorities across the country. Fingal County Council has so far received over \$50 million with further payments to issue

ESO million with further payments to issue.

As part of the July Stimulus programme, a 6600 million commercial rates waiver was announced for businesses impacted by COVID-19.

This covered 100% of commercial rates from the end of March to the end of September.

As part of Budget 2021, a further €300 million commercial rates waiver was announced to cover rates to the end of the year.

Commenting, Minister O'Brien said: 'The commercial rates waiver will mean that Fingall won't be at a loss or having to make 'either' 'or' decisions when it comes to providing vital services for people.



'I have been engaging with my party colleagues on Fingal County Council, Cllr Brigid Manton, Cllr Brian Dennehy, Cllr Eoghan O'Brian, Cllr Darragh Butler and Cllr. Adrian Henchy – who have reiterated the need for support for services in these difficult times.

'I am very aware that commercial rates are the backbone of local authority income which means that services such as playgrounds, sports facilities and library services can keep operating. I want to ensure that Fingal can continue their important work and Government have not been and will not be found wanting in respect to support for the sector.' Minister O'Brien said that as Fingal County Council begins to engage in its 2021 budgetary process, they do so 'in the knowledge that Government has supported them with a commitment for commercial rates rebates in 2020.' The Minister concluded: 'I will continue to work with my colleague Michael McGrath TD, Minister for Public Expenditure and Reform, to support local authorities meet costs and income losses that have arisen as a direct deemic.

es that have arisen as a direct consequence of the pandemic.
'I would like to take this opportunity to commend all our local authorities for the exceptional leadership they has shown through their response to the COV-ID-19 pandemic.'

Funding givento Oberstown

MINISTER of State at the Department of Rural and Community Development, Joe O'Brien TD has announced funding of £120,000 for Obersown Children Detention Campus in Lusk.

The funding is to develop a tailor-made Horticulture Training and Education Programme, and forms part of a £51 million fund from the Dormant Accounts Fund to address disadvantage across the country.

Minister O'Brien said: 'I am delighted to launch the Dormant Accounts Action Plan 2021 which provides funding of over £51 million to help address disadvantage right across Ireland. The 46 measures approved for funding in 2021 will be implemented across Government and will help to address a diverse range of issues such as long term unemployment, youth disadvantage, migrant integration and probation supports to prevent re-offending.'

integration and probation sup-ports to prevent re-offending.'
He said: 'The funding for Oberstown, to develop a tal-lor-made Horticulture Training and Education Programme, will address the current gap in the provision of vocational and on the job training for young persons detained on Campus. This will assist children in un-derstanding their own interests, aptitudes, personality and skills to give them the knowledge to inform their career decisions...'

BUS CONNECTS

BusConnects is holding a third Public Consultation for

- improved routes will:

 make bus services more reliable

 enable safe cycling

play a significant role in creating a more sustainable city with improved pedestrian and cycling facilities.

challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now askit for your feedback.

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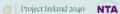
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Press advertisement published in the Wicklow People – 18 November 2020:

WICKLOW PEOPLE I Wednesday, November 18, 2020

Demand soars at women's refuge

Bray Women's Refuge has reported a surge in requests for help, with almost double the monthly demand for places at the centre.

Minister for Health Stephen Donnelly has urged women across Wicklow to seek help if they are feeling threatened at home.

He said that it is that vital women know there is always help available to them if they are feeling threatened at home.

The refuge had to reduce their capacity during tally a wind that it is that vital women know there is always help available to them if they are feeling trapped or simply need someone to talk to. The refuge had to reduce their capacity during (Covid but are still operating a 24-hour hotline.

They say they have experienced an increase in calls from individuals and professionals seeking information and support, women seeking crisis refuge accommodation for themselves and their children as well as from individuals seeking information and support, women seeking crisis upport through the court refusely as a reduction of capacity.

We had recently renovated to increase capacity, whe said. Also some families would have share bathrooms so we had to reduce numbers.

Staff numbers on-site were reduced as some of the refuge's own staff were vulnerable to the virus and needed to econo and work from home. We made a lot of changes on the hoof as required, as idd a lot of services.

'At the very beginning phones were very quiet, 'aid a lot of services.

'At the very beginning phones were very quiet,' said Anne-Marie. 'Women were concentrating on one of the refuge into the month of January and more than 50 last month. The refuge has been able to provide short-term of the waiting for some the refuge into more medium or long-term accommodation for 5 met engling that the proving its community and worth and the month of January and more than 50 last month. The refuge has been able to provide short-term on the month of January and more than 50 last month.

The refuge has been able to provide short-term of the waiting to refule in the north of the waiting to refule int

made a lot of changes on the noot as required, as did a lot of services.

'At the very beginning phones were very quiet, said Anne-Marie. 'Women were concentrating on childcare and that's where their priorities lay.' That has changed now with referrals of women in need of accommodation - either by individuals or services - doubling.

Support for women attending court has been changed to remote support.

'That support is still there, but mainly over the phone, WhatsApp, text and emails,' said Anne-Marie. 'When people don't feel safe,' see help them get to safety in as much as we can. 'It's escalating to where they don't feel safe,' we help them get to safety in as much as we can. 'It's escalating to where they don't feel safe,' we help them get to safety in as much as we can. 'It's escalating to where they don't feel safe, we help them get to safety in as much as we can. 'She said that the message they wish to get out to women experiencing domestic violence is that



Gillian Mangan, Josepha Madigan, then Minister for Culture, and manger Anne-Marie McMorrow.

supports are still there.

'We recognise that domestic abuse is still there,' said Anne-Marie.
She said that if there is no space in the refuge itself, they will look for short-term accommodation, or just to talk, listen and advise, and support legal applications for protection orders.

The refuge offers a 24-hour helpline.
'A person may call a few times,' said Anne-Marie.
She said that her mental health may be suffering, with anxiety on top of anxiety, and she may need to reach out.
'Sometimes they just want recognition that yes,
'Sometimes they just want recognition that yes,

sine said unat ner mental health may be suffering, with anxiety on top of anxiety, and she may need to reach out.

'Sometimes they just want recognition that yets war to leave just yet.'

laft someone feels unsafe and afraid of their partner, she suggests that they just let someone know, and get out if it's escalating. 'As much as

BUS CONNECTS

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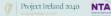
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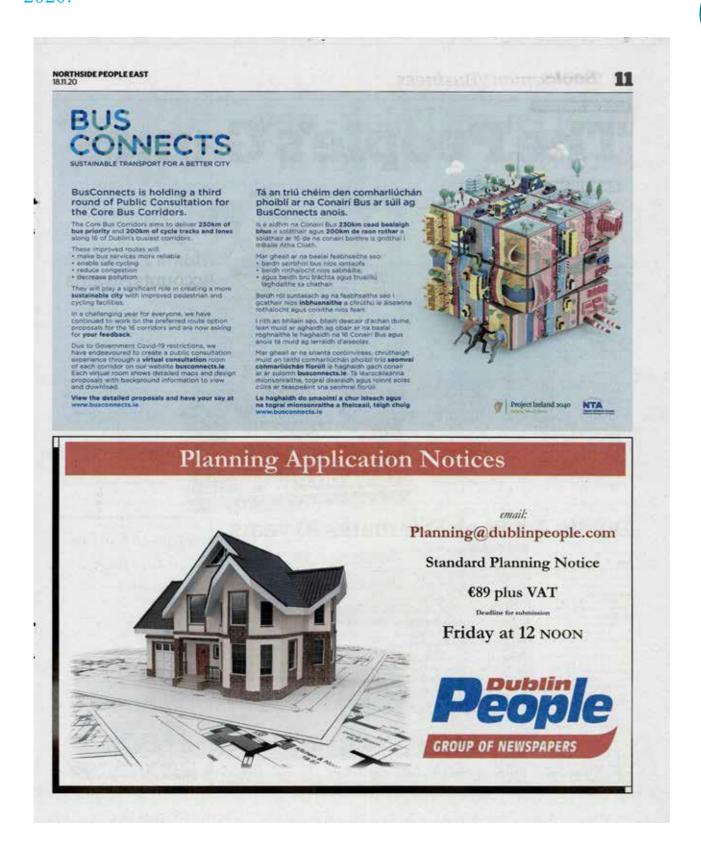
Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie







Press advertisement published in the Northside People East – 18 November 2020:



7

Press advertisement published in the Northside People East – 25 November 2020

NORTHSIDE PEOPLE EAST 25.11.20

New funding for rural Fingal

HERE was some great resis for rural areas in fingal with the final upproval of CL14 million in funding for Hinew trojects. The Dubbin Rural Leader aceal Action Group LACI which oversees be programme in Rural Ashilia, approved the

mard community factores.
The projects awarded in our rural areas.
This investment will provide much needed stimulus in the local urther development of the enterprises and communities involved, enabling them to continue.

"The fine factor area areas.

"The fine factor."
This threetment will provide much needed stimulus in the local communities involved, enabling them to continue.

sews for rural areas in fingal with the final speroval of CL14 million on funding for H new rojects.

The Dubbin Rural Leader Company (CB2_2830) to establish a micro-LAG which oversees be programme in Rural bablin, approved the energy supply. Taylor's me in areas of enterprise model for the development of new product lines to expand their business.

The Mayor of Pingal, measuring time.

The Mayor of Pingal, measuring time.

The Mayor of Pingal, measuring time.

The decision is great me the rural areas, be said right of the projects approved.

The major of Pingal, measuring time.

The Mayor of Pingal, measuring time.

The Mayor of Pingal, considerable the considerable to a command current Chairperson of the Dubbin Rural Leader Local Action Group, said to the Investment decision is a much needed boost to rural areas decision is product lines to expand their business.

The Mayor of Pingal, Clir, David Healy, said right of the rural areas, be said.

Emer O'Gornum, Fingal of the controlle propertry and the quality of life of Fingal in the p

welcome this considerable he projects approved on funding no a wide range of Services for Economic, of recipients, broadd like linterprise, Tourism and culture, added:

These will generate new sportunities as well as approved as a second largest ever projects that will support in ward community facilities. The projects awarded in our rural areas.

This investment will provide me the projects awarded in our rural areas.

This investment will provide me the projects awarded in our rural areas.

This investment will provide me the projects awarded in our rural areas.

the economic prosperity and the quality of life of



The beautiful Lambay Island where a micro-distillery will produce whistey.



BUS CONNECTS

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is é aidhm na Conairí Bus 230km cead bealaig bhus a soláthair agus 200km de raon rothar a sciáthair ar 16 da na conain bóithre is gnótha i mBaile Atha Cliath.

I rith an bhliain see, bliain deacair d'aches stuine, lean muid ar aghaidh ag obar ar na bealaí roghnáithe le haghaidh na 16 Conair Bus agus anois tá muid ag larradh d'aiseolaí.

Mar gheall ar na shlanta Cordinamea. chrutheigh muid an taithi comhantachan phobbl this seomel coheantichen forvill is highwish gold constitute a suporint busconnectule. Is transcriberaries microscorestine formit defended agus promit exige.







Press advertisement published in the Dublin Gazette - 26 November 2020:

26 November 2029 DUBLIN GAZETTE 5



BUS CONVECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

The Core Bus Corridors aims to deliver 230km of bus priority and 200km of cycle tracks and lanes along 16 of Dublin's busiest corridors.

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- · make bus services more reliable
- enable safe cycling
- · reduce congestion
- · decrease pollution.

They will play a significant role in creating a more sustainable city with improved pedestrian and cycling facilities.

In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for your feedback.

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View the detailed proposals and have your say at www.busconnects.le

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Is é aidhm na Conairí Bus 230km cead bealaigh bhus a soláthair agus 200km de raon rothar a soláthair ar 16 de na conairí boithre is gnóthaí i mBaile Atha Cliath.

Mar gheall ar na bealaí feabhsaithe seo:

- · beidh seirbhísí bus níos iontaofa
- · beidh rothaíocht níos sábháilte;
- agus beidh brú tráchta agus truailliú laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos **inbhuanaithe** a chrúthú le áiseanna rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agus anois tá muid ag iarraidh d'aiseolas.

Mar gheall ar na srianta coróinvíreas, chrúthaigh muid an taithí comharliúchán phoiblí tríd seomraí cohmarliúchán fíorúil le haghaidh gach conair ar ar suíomh busconnects.ie. Tá léarscáileanna mionsonraithe, tograí dearaidh agus roinnt eolas cúira ar teaspeáint sna seomraí fíorúil.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie





Press advertisement published in The Echo – 26 November 2020:

news@echo.ie 9

Church reaches out to community with 'keep the lights on campaign'

Canon wants the community to know that church is still there for them

By Mary Dennehy

mary@echo.ie

mary@echo.le

A TALLAGHT church took
inspiration from the recently launched
'keep the lights on' campaign and
reached out to the community by
illuminating the village skyline.
Last Friday, Guinness joined forces
with publicans nationwide and
organisations such as the Licanced
Vinters Association (LVA) and the
Vintners' Federation of Ireland (VFI)
to shine a light on the struggles of pubs
and staff in the face of Covid-19
restrictions.

and staff in the face of Covid-19 restrictions.
Pubs right across the country simultaneously switched on their Christmas lights last weekend.
Canon William Deverell of St Maclruain's Church of Ireland in Tallaght Village was inspired by the campaing, and took his own approach last weekend to highlight that churches are still here, although many through Facebook Live services.
Last weekend, a sign went up outside the historic Tallaght Village church that read, "We are trying to keep the lights on for the Holy Spirit of Christmas."

the lights on 101 Inc.
Christmas .
While reaching out to the community, Canon Deverell wanted to highlight the importance of churches in many people's lives – and the struggles



events are cancelled. St Maelruain's, which has taken its services online, was allowed to open

faced by churches as their services and events are cancelled.

for 11 Sundays in the past seven months, with a maximum of 25 people months, with a maximum of 25 people permitted in the church.

"While recognising that we are all

trying to keep the numbers down to prevent our local hospital from being overwhelmed and to protect our senior citizens, it was the older members of

the congregation who really appraiated the 11 Standays were were, allowed open, he told The Echo.
"It was one of the few places that they actually felt safe.
"Not only was it good I hope for their spiritual health but also for their mental health as it was one of the few occasions that they could meet somebody else that tweek, granted after the service and with a mask, outside." Speaking with The Echo, Canon Deverell said that the 'keep the lights on' campaign was launched the same weekend that St Maelruain's church made an appeal to its parishioners. "It happened to be the same weekend when we had made an appeal to our few and already hard-pressed parishioners for our annual Gift Day", he said.

St Maelruain's Church provides support and space to community groups and organisations throughout the year, which in turn support the church's different fundraisers like its Spring Concert and Summer Sale, all of which have been cancelled.

church's different fundraisers like its Spring Concert and Summer Sale, all of which have been cancelled. Canon Deverell wants the community to know that the church is still there for them while also raising awareness of the challenges faced by parishioners and churches alike. Follow St Maelruain's Parish on Facebook.

BUS CONVECTS

SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third Public Consultation for Core Bus Corridors.

The Core Bus Corridors aims to deliver 230km of and 200km of cycle tracks and lanes Dublin's busiest corridors.

improved routes will:

make bus services more reliable

enable safe cycling

reduce congestion

decrease pollution.

play a significant role in creating a more sustainable city with improved pedestrian and eveling facilities.

View the detailed proposals and have your say at

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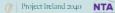
 beidh seirbhisí bus níos iontaofa
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 laghdaithe sa chathair.

Beidh ról suntasach ag na feabhsaithe seo i gcathair níos inbhuanaithe a chrúthú le áiseannaIn a rothaíocht agus coisithe níos fearr.

I rith an bhliain seo, bliain deacair d'achan duine, lean muid ar aghaidh ag obair ar na bealaí roghnaithe le haghaidh na 16 Conairí Bus agusDue to anois tá muid ag iarraidh d'aiscolas.

Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig







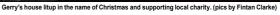
Press advertisement published in the Fingal Independent – 01 December 2020:

FINGAL INDEPENDENT I Tuesday, December 1, 2020











Ideal Location, Easy Access (Just off the R132 opposite Murtaghs Pub) Ballough, Lusk, Co. Dublin

Tel: 01 8438521 • Email: info@whitesagri.ie • www.whitesagri.ie

NEW ON LINE SHOP ____, whitesagri.ie



BUS ONIECTS SUSTAINABLE TRANSPORT FOR A BETTER CITY

BusConnects is holding a third round of Public Consultation for the Core Bus Corridors.

bus priority and 200km of cycle tracks and lanes along 15 of Dublin's busiest corridors.

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In a challenging year for everyone, we have continued to work on the preferred route option proposals for the 16 corridors and are now asking for your feedback.

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- Mar gheall ar na bealaí feabhsaithe seo beidh seirbhliú bus níos iontacfa beidh rothaíocht níos sábháite: agus beidh brú třechta agus truailliú laghdaithe sa chathair.

gcathair níos **inbhuanaithe** a chrúthú le áisea rothaíocht agus coisithe níos fearr.

i rith an bhliain seo, bliain descair d'achan duine, lean muid ar aghaidh ag obair ar ria bealaí roghnaithe le haghiaidh na 16 Conair Bus agus anois tá muid ag iarraidh d'aiseolas

Mar gheall ar na srianta cordinvireas, chrùthaigh muid an taithí comhartúchán phoitall tríd seomraí cohnartíochán fiorvill le highaidh gach conair ar ar suíomh busconnects. E fa kéarscáileanna miomioinnaithe, tograí dearaidh agus voinnt eolas cúira ar teaspeáint ann seomraí fiorúil

Le haghaidh do smaointí a chur isteach agus na tograí míonsonraithe a fheiceail, téigh chuig www.busconnects.ie







Press advertisement published in the Wicklow People – 02 December 2020:

NEWS 7

Retailers to show their appreciation

FOLLOWING the lifting of some government restrictions, many re-tailers in Wicklow town are holding a Customer Appreciation Weekend on Saturday and Sunday, December

on Saturday and Sunday, December 5 and 6.

The Customer Appreciation Weekend is an initiative by the participating retailers to express thanks to the loyal customers who have supported them throughout these difficult times and to provide a warm welcome back to shoppers who have been unable to visit shops during the current lockdown.

to visit shops during the current lockdown.

The weekend will take the format of each participating retailer creating special offers for this weekend only or they will be offering discounts on some of their most popular products for these dates only.

Wicklow Town and District Chamber of Commerce president Rosic Coney said: 'This is another wonderful initiative from the retailers to show their appreciation to their customers who have supported the Shop Local campaign since the first lockdown in March.'

Many shops in Wicklow town will special offers for this weekend only or they will be offering discounts on some of their most popular products of some of their most popular products of these dates only.

Wicklow Town and District Chamber of Commerce president Rosis Cooney said: 'This is another wonderful initiative from the retailers to show their appreciation to their customers who have supported the Shop Local campaign since the first lockdown in March.'

The Wicklow Town and District Chamber, Wicklow Town and District Chamber, Thompson in Wicklow town and District Council be also open on the Sundays leading the Wicklow Town and District Council to encourage shoppers to shop local to encourage shopp



Rosie Cooney, president, Wicklow Town and District Chamber.

sleeve, making them a fabulous gift to receive.
They are available in denominations of €5, €10, €20 and €50 and can be purchased online via www.wick-lowtown/vouchers or from Bridge Street Books, Connolly Menswear and from the Chamber office in the Wicklew Enterprise Centre. Alternatively, call 0404 66433.

call 0404 66433. Ms Cooney added: 'It is extremely important to encourage everybody to 'Shop Local' and support local shops, restaurants, coffee shops and support local employment, particularly this year, after the numerous lockdowns and the impact on all retail outlets of Covid-19. I express my continued thanks to the local community for the support they have already given to the retail and hospitality community this year.'

support they have access of the retail and hospitality community this year.'

Businesses in the locality who give Christmas gifts are reminded that, under current Revenue rules, employers are permitted to give up to €500 worth of vouchers without any tax implications for either.

Giving a Shop Local voucher to your staff is an ideal way of expressing your

Giving a Shop Local voucher to your staff is an ideal way of expressing your thanks to them and at the same time, providing much-valued support to the local business community. Recipients of these vouchers are encouraged to use these vouchers this Christmas to provide a boost to the retail and hospitality community after this very difficult year.

15 detached houses planned for Ballyguile

THERE are plans to construct 15 detached houses along the Ballyguile Beg Road.

Wickear Properties Ltd seek permission for the construction of 15 four-bedroom detached dwelling houses to include a proposed new entrance to Ballyguile Beg Road.

The application also includes plans

The application also includes plans



Martin and Ann Lennon out for a v

BUS CONVECTS

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View the detailed proposals and have your say at

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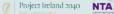
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Le haghaidh do smaointí a chur isteach agus na tograí mionsonraithe a fheiceail, téigh chuig www.busconnects.ie







6

Press advertisement published in the Northside People East – 09 December 2020:

DCU launches new initiative to promote gender equality

Neil Fetherstonhaugh

NEW classroom
materials and training
modules which alm
to tackle gender
sace thullying and
gender based widelence
in primary and postprimary and postprimary schools have
been launched by between five
EU countries.

It aims to raise
City University.
Former President
of Fetherstonhaugh

McAleese, and DCU
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McAleese, supported.

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NORTHSIDE PEOPLE EAST 0912.20

Tackling gender stereotyping, gender based builying and gender-based violence is led by Dr Seline Keating

CONVECTS

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- These improved routes will:

 make this services more reliable

 enable safe cycling

View the detailed proposals and have your say at

Tá an triú chéim den comharliúchán phoiblí ar na Conairí Bus ar súil ag

- Mar ghoul ar no bestal feathers the sec-+ beath seisthal bus eros lontach + beath rottalicat nice sathers: + agus beath on training agus truellid lighdeithe sa chathair



Project feeland 2040 NTA



6. General Information

6A. List of Public Consultation Information

Events & Sample Pictures



Core Bus Corridors Public Information Events

Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation – 4th November 2018 – 31st May 2019

PHASE 1

Corridor	Venue	Date	Time
Clongriffin to City Centre	Hilton Hotel,Clongriffin	Thursday 10th January 2019	1pm-9pm
Swords to City Centre	Carnegie Court Hotel, Swords	Friday 11th January 2019	1pm-9pm
Blanchardstown to City Centre	Crowne Plaza Blanchard-stown	Tuesday 15th January 2019	1pm-9pm
Lucan to City Centre	The West County, Chapelizod	Wednesday 16thJanuary 2019	1pm-9pm
Dublin City Centre Venue	The Gresham Hotel, Upper O'Connell St.	Thursday 17th January 2019	1pm-9pm

PHASE 2

Corridor	Venue	Date	Time
Clondalkin to Drimnagh	Our Lady's Hall, Mourne Road	Tuesday 19th February 2019	3pm-8pm
Greenhills to City Centre	Red Cow Morans Hotel	Tuesday 26th February 2019	3pm-8pm
Clondalkin to Drimnagh/ Liffey Valley to City Centre	Clayton Hotel, Liffey Valley	Thursday 28th February 2019	3pm-8pm
Kimmage to City Centre	Dublin City Council, Civic Offices	Tuesday 5th March 2019	3pm-8pm
Tallaght to Terenure	St. Mary's RFC, Templeville Road	Thursday 7thMarch 2019	3pm - 8pm
Rathfarnham to City Centre	Hilton Hotel, Charlemont Place	Monday 11thMarch 2019	3pm-8pm
Combined Location	Dublin City Council, Civic Offices	Tuesday 12th March 2019	3pm-8pm

PHASE 3

Core Bus Corridors Public Information Events

Corridor	Venue	Date	Time
Bray to City Centre	Talbot Hotel Stillorgan	Tuesday 26th March2019	3pm-8pm
UCD Ballsbridge to City Centre / Blackrock to Merrion	Clayton Burlington Hotel	Wednesday 27th March 2019	3pm-8pm
Ringsend to City Centre	The Convention Centre, Spencer Dock	Monday 1st April2019	3pm-8pm
Ballymun to City Centre / Fin-glas to Phibsborough	Ballymun Axis Arts Cen-tre	Wednesday 3rd April 2019	3pm-8pm

Preferred Route Option: Second Round of Non-Statutory Public Consultation – 4th March 2020-30th April 2020

Core Bus Corridors Public Information Events

Corridor	Venue	Date	Time
Clongriffin to City Centre& Swords to City Centre	The Bonnington Hotel, Whitehall	Wednesday 11th March 2020	11.30am- 7.30pm
Bray to City Centre	The Talbot Hotel,Stillorgan	Thursday 12th March 2020	11.30am- 7.30pm
*Remainder cancelled due toCovid- 19 restrictions			

Public Information Events



6. General Information

6B List of Community Forum Meetings& Sample Pictures



Emerging Preferred Route Option: First Round of Non-Statutory Public Consultation CBC CommunityForum Meetings

CBC PC1 Community Forum meetings

Corridor	Date	Venue
Clongriffin to City Centre	11th December 2018	Hilton Hotel, Clongriffin
Swords to City Centre	8th January 2019 28th January 2019	Carnegie Court Hotel, Swords Bonnington Hotel, Whitehall
Ballymun to City Centre /Finglas to Phibsborough	10th April 2019	NTA Offices
Blanchardstown to City Centre	12th December 2018 5th February 2019	Crowne Plaza Hotel The Ashling Hotel, Parkgate St
Lucan to City Centre	9th January 2019	The West County Hotel
Liffey Valley to City Centre	13th February 2019	Hilton Hotel, Kilmainham
Clondalkin to Drimnagh /Greenhills to City Centre	12th February 2019	Our Lady's Hall, Mourne Rd
Tallaght to Terenure	25th February 2019	St. Mary's RFC, Templeville Rd
Kimmage to City Centre	18th February 2019	Hilton Hotel, Charlemont
Rathfarnham to City Centre	11th February 2019	Hilton Hotel, Charlemont
Bray to City Centre	8th April 2019	Talbot Hotel, Stillorgan
UCD Ballsbridge to City Centre / Blackrock to Merrion	16th April 2019	Clayton Burlington Hotel
Ringsend to City Centre	18th April 2019	The Convention Centre

Preferred Route Option: Second Round of Non-StatutoryPublic Consultation CBC Preliminary Community Forum Meetings

CBC PC2 Prelim Community Forum meetings

Corridor	Date	Venue
Clongriffin to City Centre	11th September 2019	Hilton Hotel, Clongriffin
Swords to City Centre	17th September 2019	Bonnington Hotel, Whitehall
Ballymun to City Centre / Finglas to Phibsborough	19th September 2019	The Axis, Ballymun
Blanchardstown to City Centre	10th September 2019	Crowne Plaza Hotel
Lucan to City Centre	18th September 2019	The West County Hotel
Liffey Valley to City Centre	2nd October 2019	Hilton Hotel, Kilmainham
Clondalkin to Drimnagh / Greenhills to City Centre	17th September 2019	Our Lady's Hall, Mourne Rd
Tallaght to Terenure	16th September 2019	St. Mary's RFC, Templeville Rd
Kimmage to City Centre	24th September 2019	Hilton Hotel, Charlemont
Rathfarnham to City Centre	17th October 2019	Hilton Hotel, Charlemont
Bray to City Centre	12th September 2019	Talbot Hotel, Stillorgan
UCD Ballsbridge to City Centre / Blackrock to Merrion	18th September 2019	Clayton Burlington Hotel
Ringsend to City Centre	12th September 2019	The Gibson Hotel

Community Forums







Preferred Route Option: Third Round of Non-StatutoryPublic Consultation CBC Community Forum Meetings

Third Round of Consultation CBC PC34th Nov 2020 – 16th Dec 2020

Community Forum (via Zoom Webinar)	Date	Time
Kimmage to City Centre	Tuesday 10th November 2020	18.30-20.00
Lucan to City Centre	Wednesday 11th November 2020	18.30-20.00
Ballymun to City Centre/Finglas to Phibsborough	Thursday 12th November 2020	18.30-20.00
Swords to City Centre	Monday 16th November 2020	18.30-20.00
Blanchardstown to City Centre	Tuesday 17th November 2020	18.30-20.00
Clongriffin to City Centre	Wednesday 18th November 2020	18.30-20.00
Tallaght to Terenure	Thursday 19th November 2020	18.30-20.00
Liffey Valley to City Centre	Monday 23rd November 2020	18.30-20.00
Clondalkin to Drimnagh/Greenhills to City Centre	Wednesday 25th November 2020	18.30-20.00
Rathfarnham to City Centre	Thursday 26th November 2020	18.30-20.00
UCD Ballsbridge to City Centre/Blackrock to Merrion	Monday 30th November 2020	18.30-20.00
Bray to City Centre	Tuesday 1st December 2020	18.30-20.00
Ringsend to City Centre	Wednesday 2nd December 2020	18.30-20.00

Community Forums



6. General Information

6C Public Consultation Comment Sheet



BUS CONECTS TRANSFORMING CITY BUS SERVICES	DATE:
Area of Interest	
Your Comments	

General Information



List of Resident Group Meetings

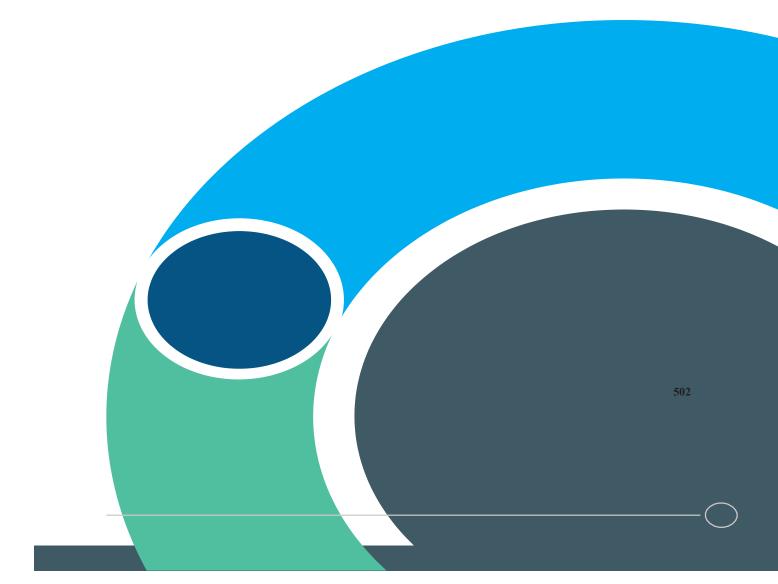


Residents Group	Scheme	Date of Meeting
Marino Residents	Clongriffin to City Centre	30/09/2019
Walkinstown Drimnagh Walking Group	Tallaght/Clondalkin to City Centre	27/06/2019
Crumlin Residents Group	Tallaght/Clondalkin to City Centre	17/07/2019
Kimmage + Crumlin Reps	Tallaght/Clondalkin to City Centre	10/12/2020
CIE Works Estate Group	Liffey Valley to City Centre	27/03/2019
Inchicore Regernation Consultative Forum	Liffey Valley to City Centre	09/04/2019
CIE Works Estate Group	Liffey Valley to City Centre	09/07/2019
Mount Brown Residents Group	Liffey Valley to City Centre	13/11/2019
Mount Brown Residents Group	Liffey Valley to City Centre	21/10/2020
Liffey Valley Corridor Residents	Liffey Valley to City Centre	04/12/2020
Shankill Residents	Bray to City Centre	08/05/2019
Shankill Residents	Bray to City Centre	15/10/2019
Shankill Residents	Bray to City Centre	12/12/2019
Shankill Residents	Bray to City Centre	20/10/2020
Shankill Residents	Bray to City Centre	23/02/2021
Stoneybatter Pride of Place	Blanchardstown to City Centre	13/03/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	08/07/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	05/11/2019
Navan Road Group	Blanchardstown to City Centre	07/11/2019
Rathdown Road Residents	Blanchardstown to City Centre	18/11/2019
Stoneybatter Pride of Place	Blanchardstown to City Centre	29/10/2020
Annamoe Residents Group	Blanchardstown to City Centre	19/11/2020
Rathdown Road Residents	Blanchardstown to City Centre	25/11/2020
Kirwan Street & Brunswick Street Residents	Blanchardstown to City Centre	02/12/2020
Navan Road Community Council	Blanchardstown to City Centre	10/12/2020
Annamoe Residents Group	Blanchardstown to City Centre	17/02/2021

Residents Group	Scheme	Date of Meeting
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	26/03/2019
Terenure Road West Residents Association	Templeogue/Rathfarnham to City Centre	10/04/2019
Templeogue Village Business and RA	Templeogue/Rathfarnham to City Centre	11/04/2019
Rathgar Residents Committee	Templeogue/Rathfarnham to City Centre	11/04/2019
Templeogue Village Business and RA	Templeogue/Rathfarnham to City Centre	15/07/2019
Rathgar Residents Committee	Templeogue/Rathfarnham to City Centre	21/11/2019
Richmond Hill Meeting	Templeogue/Rathfarnham to City Centre	27/10/2020
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	29/10/2020
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	12/11/2020
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	24/11/2020
Rathfarnham Rd Group (South of Dodder)	Templeogue/Rathfarnham to City Centre	30/11/2020
Templeogue Road Residents Group	Templeogue/Rathfarnham to City Centre	01/12/2020
Castlewood Avenue Residents (Rathmines)	Templeogue/Rathfarnham to City Centre	09/12/2020
Rathfarnham Mill & Woodview Cottages Residents	Templeogue/Rathfarnham to City Centre	11/12/2020
Rathfarnham Mill, Woodview Cottages & Owendore Residents	Templeogue/Rathfarnham to City Centre	22/02/2021
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	25/02/2021
Rathfarnham Road RA	Templeogue/Rathfarnham to City Centre	24/03/2021
Templeogue Road Residents Group	Templeogue/Rathfarnham to City Centre	29/03/2021
Rathfarnham Rd Group (South of Dodder)	Templeogue/Rathfarnham to City Centre	30/03/2021
Terenure Residents Association	Templeogue/Rathfarnham to City Centre	31/03/2021
Templeogue Road, Templeogue Village Residents Group	Templeogue/Rathfarnham to City Centre	27/04/2021
Templeogue Road Residents Group 3	Templeogue/Rathfarnham to City Centre	16/06/2021

Residents Group	Scheme	Date of Meeting
Nutley Lane RA	Belfield/Blackrock to City Centre	09/05/2019
Pembroke Road RA	Belfield/Blackrock to City Centre	01/10/2019
Pembroke Road RA	Belfield/Blackrock to City Centre	27/11/2019
Baggot Street Group	Belfield/Blackrock to City Centre	27/11/2019
Nutley Lane RA	Belfield/Blackrock to City Centre	28/11/2019
Nutley Lane RA	Belfield/Blackrock to City Centre	04/12/2020
Nutley Lane RA	Belfield/Blackrock to City Centre	12/03/2021
Ballsbridge Traders Group	Belfield/Blackrock to City Centre	12/03/2021
Ballsbridge Traders Group	Belfield/Blackrock to City Centre	08/09/2021
GADRA	Ballymun/Finglas to City Centre	14/03/2019
Phizzfest	Ballymun/Finglas to City Centre	09/04/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	20/05/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	21/05/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	22/05/2019
Phizzfest	Ballymun/Finglas to City Centre	18/07/2019
Mobhi Road Residents	Ballymun/Finglas to City Centre	09/09/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	03/10/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	26/11/2019
Glasnevin Village RA	Ballymun/Finglas to City Centre	11/11/2020
Monck Place, Avondale Road and Avondale Avenue	Ballymun/Finglas to City Centre	18/11/2020
Phizzfest	Ballymun/Finglas to City Centre	26/11/2020
Beyond The Junction Phibsborough	Ballymun/Finglas to City Centre	11/12/2020
Monck Place, Avondale Rd, Avondale Avenue, Leslies Buildings & GW Square Reps	Ballymun/Finglas to City Centre	18/11/2020
Monck Place, Avondale Rd, Avondale Avenue, Leslies Buildings & GW Square Reps	Ballymun/Finglas to City Centre	24/02/2021
Beyond The Junction Phibsborough	Ballymun/Finglas to City Centre	02/03/2021
Phizzfest	Ballymun/Finglas to City Centre	04/03/2021

Residents Group	Scheme	Date of Meeting
LOKRA	Kimmage to City Centre	02/04/2019
LOKRA	Kimmage to City Centre	15/04/2019
LOKRA	Kimmage to City Centre	16/07/2019
LOKRA	Kimmage to City Centre	20/09/2019
LOKRA	Kimmage to City Centre	11/12/2019
LOKRA	Kimmage to City Centre	22/10/2020
Kimmage & Crumlin Representatives	Kimmage to City Centre	10/12/2020
LOKRA	Kimmage to City Centre	25/03/2021
Stannaway Road Residents	Kimmage to City Centre	14/06/2021
Kimmage Business Group & Residents	Kimmage to City Centre	21/06/2021
Dorset Street Business Group	Swords to City Centre	22/11/2021



6. General Information

6E BusConnects Status Updates issued in July 2019, April 2021 & August 2021



BusConnects Status Updates - July 2019



From: cbc

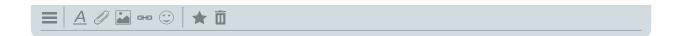
Sent: Tuesday 30 July 2019 14:22

Subject: BusConnects - Core Bus Corridor Project Status Report July 2019 (1of 2)

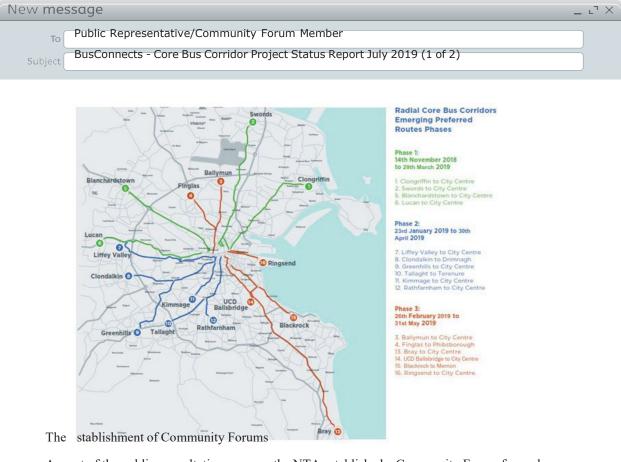
Core Bus Corridor Project Status Report July 2019

As part of the overall BusConnects Programme, the Core Bus Corridors Projectaims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks/ lanes along 16 of the busiest corridors in Dublin. The National Transport Authority (NTA) commenced the first round of public consultation on these proposals during November 2018. This first round of public consultation for thesixteen core bus corridors took place on a phased basis over six months and concluded at the end of May 2019.

The ap below shows the 16 corridors across the Greater Dublin Area



Cont.



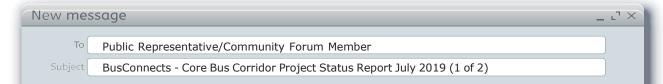
As part of the public consultation process, the NTA established a Community Forum for each corridor. The aim was to create a two way communication with local communities allowing information and feedback to be exchanged.

Membership of each forum comprised of a representative from resident and community associations, disability and special interest groups and business organisations on the corridors, along with local public representatives.

A meeting of each Community Forum was held during the first public consultationphase. In addition a small number of "special issue" meetings were also held for Community Forums such as Swords to City Centre "Santry one way option" and Blanchardstown to City Centre "Stoneybatter Area".

The next round of Community Forum meetings, in relation to the Core Bus Corridors, will commence during September in advance of the next round of public consultation starting in November 2019.





What's been happening since the first round of submissions has closed?

In June, we appointed design teams for each corridor and in July appointed a specialist team for environmental and transport impact assessment. Together with the design teams, we are reviewing all the submissions with a view to determining possible amendments to the concept plans that were the subject ofthe public consultation.

Ongoing meetings with local community groups

During the first round of public consultation BusConnects met with a number of community groups from many of the corridors and will continue to do

so throughout the design and planning process. This is in-line with our commitment to continue a dialogue with impacted communities along the corridors.

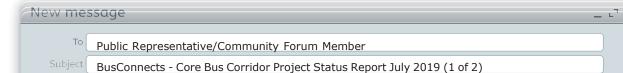
Public ealms "Work in Progress" Designs

During our ongoing dialogue with local communities we identified a number of locations with particular opportunities to develop enhanced public realm designs. The input of the local communities in these areas has been extremely informative and helpful to begin the draft design process. Whilst

not all corridors provide the space or opportunity for large scale public realm enhancements, we are developing "work in progress" designs in a number of locations.

The "work in progress" public realm designs are attached (please note 4 out of the 5 pdfs are attached and a second email following this one will contain the 5thpdf. This is due to file size restrictions). It is important to be aware that this is not new consultation process but rather a commitment to continue a dialogue exploring possible arrangements before in-depth engineering solutions are finalised. The concepts do not represent any final design decisions. It is our ambition to enhance all corridors through improved urban design, better pedestrian access, bus shelters, tree replanting where needed and additional landscaping.





Next Steps

Over the next number of months we will continue considering the submissions from the public consultation and determine appropriate design amendments with a view to selecting the Preferred Route Option for each core bus corridor. The option selection process will involve multi-criteria analysis covering engineering, environmental, and transport impact assessments. It is intended to publish, for consultation, Preferred Route Options Reports for the corridors in November 2019, which will take into account feedback from the submissions received to date, and incorporate changes arising from that process.

The second round of public consultation for the Core Bus Corridor (the "bus lanesand cycle lanes/tracks") will commence in November 2019. This will be a further interim step in the planning process - it will take another 12 months of technical, environmental, and transport impact assessment work before any final plans are complete for presentation to An Bord Pleanála for statutory approval in second half of 2020.

Amended proposals in relation to the revised network of bus services will be published for a second round of public consultation in September. These amended proposals have been developed following consideration of the approximately 30,000 submissions received during the first consultation last Summer.

Although related, the bus service proposals are separate from the Core Bus Corridor (bus lanes and cycle lanes/tracks) proposals.

Yours sincerely,

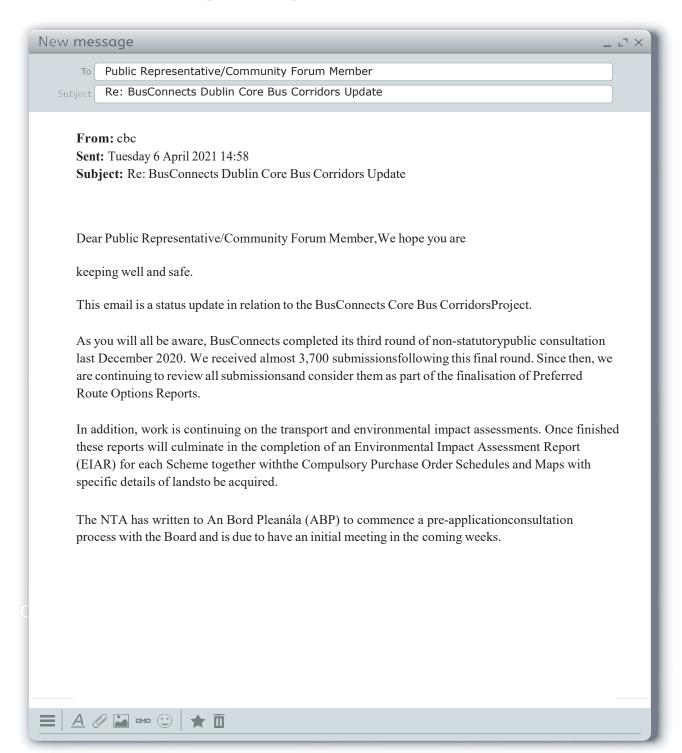
DUNCSMINES Team
Harcourt Lane D02
Dublin 2, WT20
Wah: www.nationaltron.

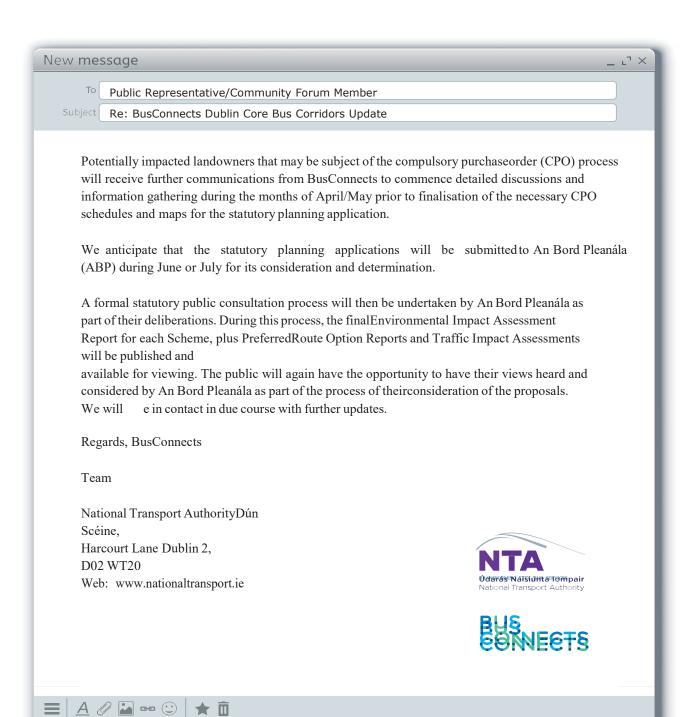
Web: www.nationaltransport.ie



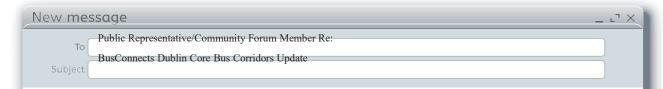


BusConnects Status Updates - April 2021





BusConnects Status Updates – August 2021



From: BusConnects Core Bus Corridor **Sent:** Tuesday 10 August 2021 14:02

Subject: BusConnects Dublin Core Bus Corridors Status Update – August 2021

Dear Public Representative/Community Forum Member, We hope you are

keeping well and safe.

This email is a further status update in relation to the BusConnects Dublin Core Bus Corridors.

As you will all be aware, the NTA completed its third round of non-statutory publicconsultation on the Core Bus Corridor projects in December 2020. Since then, we have reviewed and considered all submissions and are currently finalising the preliminary design of each of the Core Bus Corridor schemes. In addition, Environmental Impact Assessment Reports, inclusive of traffic impact analyses, are being prepared for each scheme. Once finished, these reports will be the basisfor our applications to An Bord Pleanála, together with the Compulsory Purchase Order Schedules and Maps, with specific details of lands which are proposed to beacquired.

During May and June a pre-application consultation process was undertaken with An Bord Pleanála in accordance with the relevant legislation. This was an advance consultation procedure which precedes the submission of theintended applications for the Schemes.

A Preliminary Business Case for the overall BusConnects Dublin programme has been submitted to the Department of Transport for its review and for Governmentdecision in accordance with the Public Spending Code governing capital projects.

Under the Public Spending Code, Government approval of the Preliminary Business Case is required prior to the submission of the applications for approval pursuant to section 51 of the Roads Act 1993 (as amended) to An Bord Pleanála. Accordingly, the timing of the submission of the applications for approval in respect of the individual Core Bus Corridor schemes is linked to the Government's approval of the business case document.





It is **to**tended that the Preliminary Business Case will be published subsequent the Government having completed its consideration and issued its determination relating to the document.

Assuming a positive determination of the Preliminary Business Case, it is intended to submit applications for approval to An Bord Pleanála as quickly as is feasible thereafter, most likely during October/November of this year. This triggers a formal statutory public consultation process in respect of each of the stand-aloneCore Bus Corridor schemes, with submissions to be made directly to An Bord Pleanála for their consideration.

During this process, the finalised Environmental Impact Assessment Reports, inclusive of traffic impact analyses, will be published and available for inspection(including online) and purchase. The public will then have the formal opportunity to have their views heard and considered by An Bord Pleanála

as part of the statutory consultation process to inform An Bord Pleanála's assessment of each of the stand-alone Core Bus Corridor schemes.

The interior Scheme and the Lucan to City Centre Core Bus Corridor Scheme and the Lucan to City Centre Core Bus Corridor Scheme means

that those two schemes don't automatically trigger the requirement for an Environmental Impact Assessment under the Roads Act 1993 (as amended) or under the Roads Regulations 1994 (as amended). However, in line with the relevant legislative provisions, an Environmental Impact Assessment (EIA) Screening Report has been prepared in respect of each of these two schemes.

The determinations arising from those EIA Screening Reports, have concluded that each of these two schemes are likely to have significant environmental impacts and that, accordingly, an Environmental Impact Assessment Report is required to be prepared for each of the Kimmage to City Centre Core Bus Corridor Scheme and the Lucan to City Centre Core Bus Corridor Scheme andeach are to be submitted to An Bord Pleanála for approval under section 51 of the Roads Act 1993 (as amended).



The EIA Screening Determination and the EIA Screening Report for the Kimmage to City Centre Core Bus Corridor Scheme are available on the BusConnects website at

https://busconnects.ie/initiatives/core-bus-corridor/kimmage-tocity-centre/ and copies are available for inspection by membersof he public.

In addition, the EIA Screening Determination and the EIA Screening Reportfor the Lucan to City Centre Core Bus Corridor Scheme are available on the

BusConnects website at https://busconnects.ie/initiatives/core-bus-corridor/

<u>lucan-to-city-centre/</u> and copies are available for inspection by members of the public.

For the avoidance of doubt, Environmental Impact Assessment Reports are automatically required to be prepared in respect of the remaining Core Bus Corridor schemes, which will also be submitted to An Bord Pleanála.

It is the NTA's intention to issue another update prior to submitting planning applications to An Bord Pleanala, which, as advised above, we expect to occurduring October / November, assuming Government approval of the PreliminaryBusiness Case for the BusConnects Programme. We will be in contact with youthen and update you further at that point.

Regards, BusConnects Team

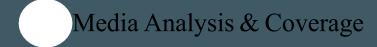
National Transport AuthorityDún Scéine, Harcourt Lane Dublin 2, D02 WT20 Web: www.nationaltransport.ie







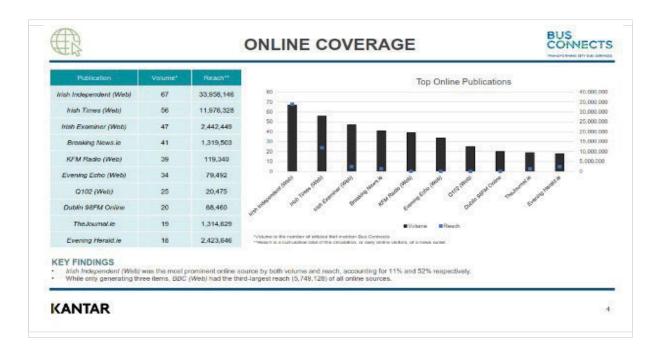
6. General Information

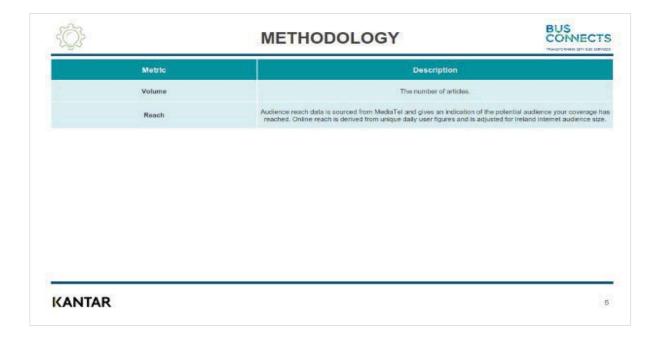


Media Analysis Report for period of 1 May 2017 – 1 March 2021:

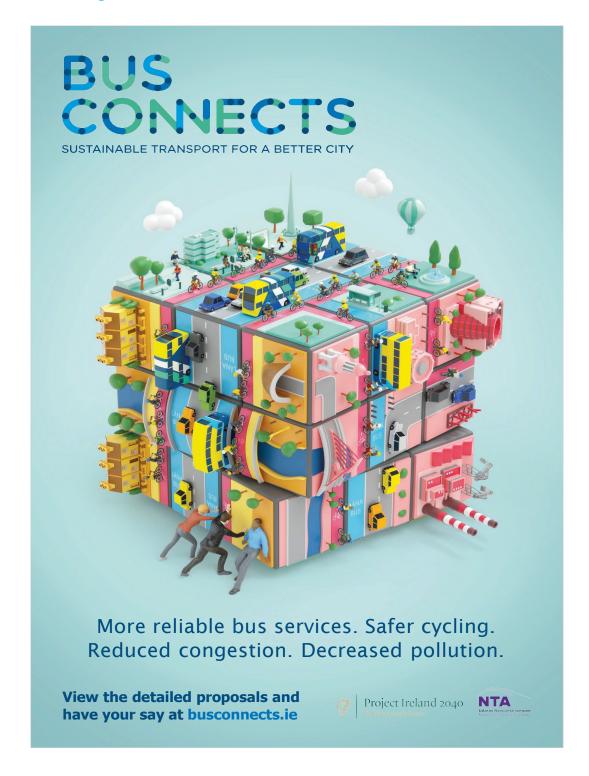








Adverting – Bus Shelter:



















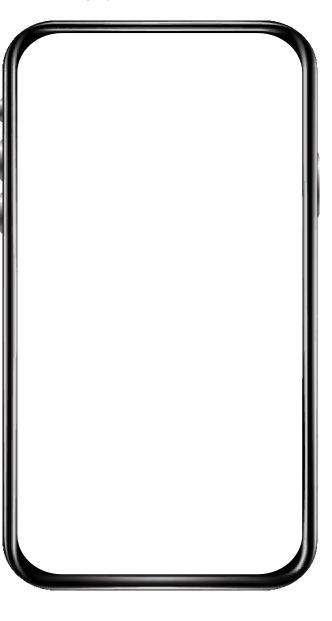
Public Information Events

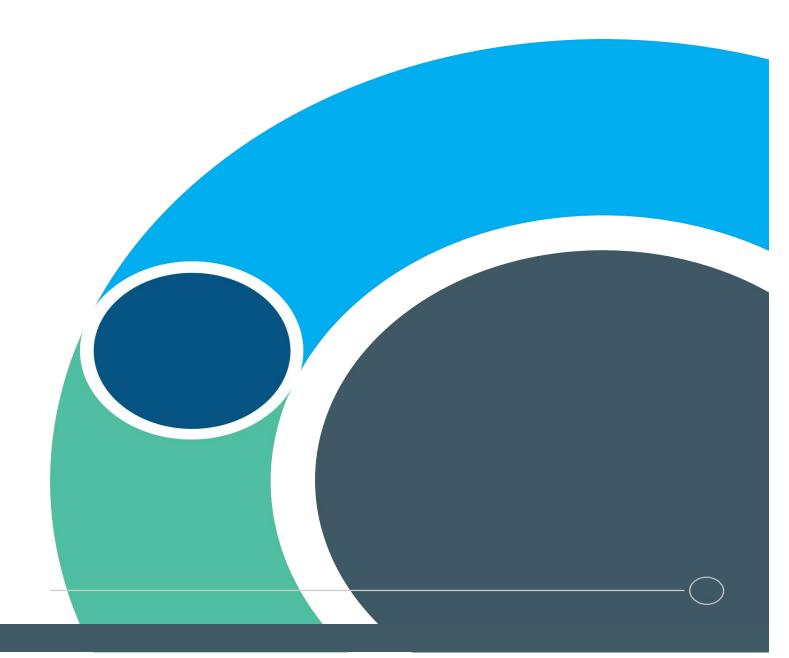


Community Forums



Anne Graham CEO NTA on Newstalk discussinglaunch of BusConnects on 29th May 2017:







National Transport Authority Harcourt Lane, Dún Scéine, Dublin 2. D02 WT20