1. Introduction

1.1 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/tracks on sixteen key bus corridors.

Separately in July 2018 the Dublin Area Bus Network Redesign, which is 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 road network 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 be the start of a detailed process of engagement and communication. All of 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 single core bus corridor. The document provides a written description of the emerging preferred route from start to finish with supporting route maps. It explains the step by step process for engagement and 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.
1.2 Why does Dublin need a core bus 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 vehicles continues to rise as does the number of tourists. The commuter areas 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 as rail 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 increasing levels of congestion.

Growing Population - It is predicted that the population for the Dublin region will grow 25% by 2040, bringing it to almost 1.5m for the region. This huge growth in population has to be accommodated with a quality public transport system.

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 and flexibility 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

![Graph showing population growth from 2016 to 2040 with a 25% increase from 1.2 million to 1.5 million]
**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 Dublin Area.

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 suitable environment to cycle where they want and when they want.

**People want to use public transport** - The need to build a core bus network is being driven by increases in congestion and also by the significant shift of people choosing to use public transport. 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 morning do so by sustainable transport modes and mostly by bus. Cars only account for 30% of travel into the city centre each day and therefore the amount of road space allocated to sustainable transport needs to reflect that position.
1.3 What is BusConnects Dublin?

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

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

- Building a network of new bus corridors to make journey’s faster and more reliable.
- New network of cycle lanes/tracks.
- Redesign of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services.
- Develop a state-of-the-art ticketing system.
- Implementation of a cashless payment system.
- Simpler fare structure.
- New bus stops and shelters with better signage and information.
- Provision of bus based Park and Ride sites in key locations.
- New bus livery providing a common style across different operators.
- Transitioning to a new bus fleet with low emission vehicle technologies.
1.4 What are the 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. Dedicated bus lanes can significantly increase bus travel speeds and reliability. Improved journey times and reducing the amount of time people spend commuting will make bus travel more attractive and reduce our reliance on car travel. The more convenient the bus system is, the faster the modal shift will be for people from the car to 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 will support easy boarding and disembarking of the buses.

- **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 will be segregated from bus lanes and general traffic where feasible.
Pedestrians and Local Urban Centres - In addition to bus lanes and cycling facilities this project is an opportunity to enhance and 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 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.
1.5 What does the core bus corridor project 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 to achieve in practice and we have proposed alternative solutions in various places to deliver the required bus and cycling lanes.

**Optimum Road Layout**

Bus lanes are needed to make the current and future 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 each direction as well as maintaining two general traffic lanes. In addition we also want to provide safe cycling facilities, segregated where possible from other vehicular traffic. This will remove the delays currently experienced which will grow worse as congestion increases.
Radial Core Bus Corridors
Emerging Preferred Routes
1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
12. Rathfarnham to City Centre
13. Bray to City Centre
14. UCD Ballsbridge to City Centre
15. Blackrock to Merrion
16. Ringsend to City Centre
2. Emerging Preferred Route

2.1 The Emerging Preferred Route Process for Swords to City Centre

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

The route selection process involved identification and consideration of possible options taking account of various criteria including local impacts on 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 is now sought. It is important to know that this option is not adopted yet. Only following this public consultation and the review of the submissions received will a decision on the final Preferred Route be made.

2.2 Swords to City Centre Overview

The Swords to City Centre Core Bus Corridor (CBC) commences on the R132 Swords Road at the Pinnock Hill junction and is routed via the R132 along Swords Road, Drumcondra Road Upper & Lower and Dorset Street to the junction with North Frederick Street. This CBC is then routed via North Frederick Street and Parnell Square East, where it will join the prevailing traffic management regime in the City Centre. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions.

2.2.1 Pinnock Hill Junction to Airport Roundabout – Swords Road

The corridor commences south of Swords on the R132 Swords Road at Pinnock Hill. This existing roundabout junction will be modified to a fully signalised junction with pedestrian and cyclist facilities. The corridor is routed southwards along the R132 Swords Road. Between the Pinnock Hill and Airside Retail Park junction, the existing bus lanes will be maintained. A new dedicated cycle way will be provided in each direction on this section of road.

Between Airside Retail Park Junction and the Airport Roundabout, the existing bus lanes will again be maintained. It is proposed to upgrade the existing cycleways and bus stops along this section of the route. It is intended to provide a new bus lane on the northbound and southbound approaches to the Airport Roundabout. The northbound approach will be controlled by a new bus priority signal. It is also proposed to upgrade cycle facilities through this junction.

To provide this upgraded road infrastructure, it may be necessary to take some land from adjacent private property. This may be particularly relevant at the following locations:

- Between the Pinnock Hill junction and Airside Retail Park;
- Around the Airside junction;
- Limited areas between Airside junction and Kettles Lane; and
- Between Stockhole Road and the Airport Roundabout.

The indicative extents of this land take are included in the Appendix of this brochure.
2.2.2 Airport Junction to Coolock Lane Junction – Swords Road

Between the Airport Roundabout and Turnapin Lane, it is proposed to again retain the existing bus lanes and general traffic lanes in both directions. It is intended to keep the existing cycleway and bus stop facilities in place on this section. The infrastructure improvement works require areas of limited land take to facilitate these upgrades. The indicative extents of this land take are shown in the Appendix of this brochure. To maintain bus priority for northbound traffic through the Airport junction, it is proposed to provide a bus priority traffic signal on the southern roundabout approach.

Between Collinstown Cross Industrial Estate and Coolock Lane improved cycle facilities will be provided. New bus stop facilities will be provided outside Whitehall Colmcille GAA Club and between Santry Close and Coolock Lane.

To facilitate these transport infrastructure improvements, some limited land take may be required at the following location:

- West side of the Airport roundabout junction;
- Between Collinstown Cross Industrial Estate & Turnapin Lane;
- Airways Industrial Estate;
- Furry Park Industrial Estate; and
- Properties between Santry Close and Coolock Lane with the potential of the removal of existing trees located in the grass verge.

The indicative extents of this land take are included in the Appendix of this brochure.

2.2.3 Coolock Lane Junction to Omni Park Shopping Centre Entrance – Swords Road

Between Coolock Lane and the entrance to Omni Park Shopping Centre, it is proposed to extend continuous bus lanes and cycle tracks in both directions. This may require some limited land take from adjacent properties on both sides of the existing road and the removal of existing on-street car parking. The indicative extents of this land take are included in the Appendix of this brochure.

It is intended to relocate the existing pedestrian crossing at the junction of Magenta Crescent to the south side of the junction.

Along this section between Coolock Lane and Omni Park Shopping Centre junctions, two-way general traffic will continue to operate, with one general traffic lane in each direction. However, south of the Omni Park Shopping Centre junction, only one general traffic lane is envisaged, operating in the northbound direction. This will require all traffic exiting from the Omni Park Shopping Centre to turn northwards and traffic with a southbound destination will use the diversion route set out in the next section.
2.2.4 Omni Park Shopping Centre Entrance to Shantalla Road Junction – Swords Road

As mentioned in the previous section, it is proposed to restrict the section of Swords Road south of Omni Park Shopping Centre junction to two bus lanes and one northbound lane for general traffic. Due to insufficient width and the layout of the accesses of adjacent properties, it is not feasible to accommodate two general traffic lanes and two bus lanes along this section of Swords Road. Accordingly, it is proposed that southbound traffic will be redirected to Coolock Lane Roundabout to turn southwards onto the road frequently referred to as the Santry Bypass. A new slip road will be provided to allowing southbound traffic on the bypass to exit onto Shantalla Road, facilitating connections to the Beaumont area.

Because this section of the Swords Road also has insufficient width to provide segregated cycle facilities, it is proposed to redirect cyclists along Coolock Lane and onto a two-way cycle track which will be provided adjacent to Oak Park Avenue and Shanrath Road. This cycle route rejoins the Swords Road at the junction with Shantalla Road.

A no-right turn sign will be introduced for traffic coming from Shanowen Road. This road currently has a weight restriction at the junction with Shanowen Avenue.

A plan showing the alternative traffic routing in the Santry area is provided at the end of the Appendix.

2.2.5 Shantalla Road Junction to Blessington Street–Swords Road

From Shantalla Road to the junction with North Frederick Street, a continuous bus lane will be provided in both southbound and northbound directions. It is also proposed to provide a cycle track between these junctions in both directions. The following junctions will be upgraded with improved pedestrian and bus priority facilities:

- Collins Avenue;
- Griffith Avenue;
- Home Farm Road;
- Botanic Avenue;
- Gardiner Street Upper; and
- North Frederick Street.

To facilitate these improvements to the public transport infrastructure and cycle-way facilities, it is proposed to utilise limited land take at the proposed locations:

- Whitehall Holy Child Church (Car park only);
- Whitehall GAA lands (Boundary walls);
- Plunkett Colleges lands;
- Private properties at Seven Oaks;
- Private properties between Griffith Avenue and Home Farm Road; and
- Lands between Milmount Avenue and Botanic Avenue.
On this section of route, nine loading bays will 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 next design phase.

2.2.6 North Frederick Street and Gardiner Street

On Gardiner Street Upper, it is proposed to apply a left turn ban from Dorset Street Lower. This will facilitate the implementation of a two-way bus layout on Gardiner Street Upper. Additional to this left turn ban, some of the existing on-street parking on Gardiner Street Upper will be removed. The junction between Gardiner Place and Gardiner Street Upper will be upgraded to a fully signalised junction with new pedestrian facilities.

Two-way traffic, both bus and general traffic will be maintained on Mountjoy Square West, Gardiner Street Middle and Lower. This end of the scheme ties into the existing bus priority system at Beresford Place.

In Drumcondra, the existing bridge over the River Tolka will require widening to accommodate the proposed road layout.

As part of the scheme, it is proposed to provide on-street parking at the following locations:
- 116 & 122 Upper Drumcondra Road;
- 4 & 8 Upper Drumcondra Road;
- Between Clonliffe Road and Whitworth Road; and
- Between Belvedere Road and North Circular Road.

On-street parking elsewhere may need to be removed to accommodate the proposed works.

It is proposed to provide new turning restrictions at the following junctions:
- Right turn ban from Swords Road to Iveragh Road;
- Left turn ban from Dorset Street to Gardiner Street Upper;
- Left turn ban from Dorset Street to Synott Place; and
- Left turn ban from Dorset Street to Hardwicke Place.

This end of the scheme ties with the existing street layout at the junction of North Frederick Street and Dorset Street Lower.

A plan showing the alternative traffic routing associated with the Gardiner Street restriction is shown on the final map of the Appendix.
2.3 Interface with the MetroLink Scheme

The proposed MetroLink scheme will cross this CBC at the existing Pinnock Hill Roundabout. The proposed changes to the carriageway in this area will be coordinated with the proposed construction works associated with the Fosterstown Metro Station.

2.4 Key Facts:

- Approximate number of properties that may be impacted: **110**
- Approximate number of on-street parking spaces that may be removed: **101**
- Approximate number of roadside trees that may be removed: **170**
- Approximate route length: **12kms**
- Approximate new cycle lane length: **12kms**
- Current bus journey time: **up to 71 mins**
- BusConnects journey time: **40 mins**
- Future bus journey time without BusConnects: **80 mins +**
BusConnects Core Bus Corridors

2: Swords > 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 decisions may 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-for-purpose 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.

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

Not all the impacts will be felt equally and some locations will require more 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 changes to 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 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, driveways and land in front of commercial properties to allow the bus and cycle lanes 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 Loading Facilities

Because the roads that need widening travel through residential and business areas there will be a need to reduce the amount of on-street parking and loading facilities to accommodate the new layout.
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 measures that 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 signage and road markings will be provided for people to find their way. Measures will be implemented to ensure that “rat-runs” do not emerge as 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 driveways from property owners; ensure new landscaping and replanting of the gardens, reinstatement of driveways as well as providing compensation for the garden and driveway portion loss and disruption.

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 specific and personal issues there will be a dedicated liaison team to engage with this group on an individual basis.
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 semi-mature 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 be very important to keep the traffic moving and ensuring local access for people and deliveries is always maintained.
BusConnects Core Bus Corridors
2: Swords > 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 impacts on 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 to minimise 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 for the project. It will make a formal application to An Bord Pleanála for confirmation 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 An Bord Pleanála on whether to:

1. 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 managed over the period 2021 through 2027.
BusConnects Core Bus Corridors

2: Swords > City Centre
4.1 How the project will progress
How & when to get involved

**ENGAGEMENT**

**Confirmation of Emerging Preferred Route**
- Consultation on Emerging Preferred Route (Q4 2018-Q2 2019)
- Finalisation of Emerging Preferred Route (Q2 2019)

**STATUTORY PROCESS**

**An Bord Pleanála Application**
- Submission of Statutory Planning Application to An Bord Pleanála
- Statutory Consultation in accordance with the legislative requirements
- An Bord Pleanála deliberations including an Oral Hearing where required
- An Bord Pleanála to:
  1. approve the application, approve with conditions, or refuse the application; and
  2. confirm, amend, or reject the CPO.

**Preparation of Statutory Application**
- Optimise Engineering Design
- Prepare Environmental Impact Assessment Report
- Define property requirements and prepare CPO.

**2018**

**2019**

**2020**

Start of Property Acquisition and Construction
- NTA formally requests a compensations claim from the CPO affected parties and discussions commence about valuation
- Affected party appoints professional valuer to prepare and submit a compensation claim to NTA
- On reaching agreement, compensation is paid, otherwise the matter may be referred by either party to the property arbitrator to assess compensation
- Acquisition is finalised
- In parallel NTA will progress the construction of the Core Bus Corridors.

Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete
Construction Commences on a Phased Basis - Each corridor upgrade will take up to 2 years to complete

Start of Property Acquisition and Construction

1. NTA formally requests a compensations claim from the CPO affected parties and discussions commence about valuation
2. Affected party appoints professional valuer to prepare and submit a compensation claim to NTA
3. On reaching agreement, compensation is paid, otherwise the matter may be referred by either party to the property arbitrator to assess compensation
4. Acquisition is finalised
5. In parallel NTA will progress the construction of the Core Bus Corridors.
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 advance of 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 property liaison 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 Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20
BusConnects Core Bus Corridors
2: Swords > City Centre
6. Appendices

Index map
Route maps
Alternative Traffic Routes
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.
OPPORTUNITY FOR NEW PEDESTRIAN LINK
EXISTING ROUNDABOUT TO BE CONVERTED TO FULLY SIGNALISED JUNCTION WITH PEDESTRIAN AND CYCLE FACILITIES
NEW VEHICULAR ACCESS TO PRIVATE PROPERTY
ROAD WIDENING REQUIRED
NEW ISLAND BUS STOP
DROP KERB FOR CYCLISTS HEADING SOUTHBOUND

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

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OPPORTUNITY FOR NEW PEDESTRIAN LINK

PROPOSED UPGRADE OF EXISTING SIGNAL JUNCTION

NEW BUS STOP

NEW ISLAND BUS STOP

PREMIER INN

BOROIMHE ROAD

AIRSIDE RETAIL PARK

NEVINSTOWN LANE

SWORDS ROAD (R132)

TEXACO AIRSIDE RETAIL PARK

Bar Scale

0 5.0 10.0 20.0 30.0 50.0m

LEGEND:

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

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BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 3: Emerging Preferred Route
BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 6: Emerging Preferred Route

U-TURN TO BE PERMITTED AND DESIGNED INTO TRAFFIC SIGNAL STAGING

NEW ISLAND BUS STOP

LEGEND:
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
EXISTING ROADSIDE PARKING TO BE REMOVED

PROPOSED COACHMANS INN ACCESS

LEFT-IN LEFT OUT ACCESS

NEW ISLAND BUS STOP

NEW BUS STOP

NEW 2 WAY CYCLE TRACK

CASTLEMOATE HOUSE

OLD STOCKHOLE ROAD

ULSTER BANK

SWORDS ROAD (R132)

LEGEND:

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

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BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 10: Emerging Preferred Route
BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 12: Emerging Preferred Route
NEW PEDESTRIAN CROSSING
NEW ISLAND BUS STOP
ROAD WIDENING REQUIRED
CARLTON HOTEL
ROYAL COLLEGE OF SURGEONS SPORTS GROUND
WHITEHALL COLMCILLE GAA CLUB

MAP 13: Emerging Preferred Route

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

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BusConnects Core Bus Corridors 2: Swords > City Centre

SECTION 6
BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 15: Emerging Preferred Route

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

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NEW TOUCAN CROSSING
EXISTING TREES TO BE REMOVED
NEW TOUCAN CROSSING
NEW 2 WAY CYCLE TRACK
ENTRANCE GATE TO BE RELOCATED
SANTRY VILLAS
COOLOCK LANE
SWORDS ROAD (R132)
SANTRY AVE.
SANTRY PARK
BAR SCALE
0 5.0 10.0 20.0 30.0 50.0m
LEGEND:
FOOTPATH
CYCLE TRACK
CARRIAGEWAY
GRASS AREA / VERGE
SHARED AREA
BUS LANE
EXISTING BOUNDARY
BUS STOP LOCATIONS
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)

REFER TO MAP 43 FOR ALTERNATIVE TRAFFIC ROUTES - SANTRY

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REFER TO MAP 43 FOR ALTERNATIVE TRAFFIC ROUTES - SANTRY

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MAP 18: Emerging Preferred Route

BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 18: Emerging Preferred Route
NEW BUS STOP
ON STREET CAR PARKING TO BE REMOVED
ST. JOHNS COURT
SCHOOLHOUSE LANE
SCHOOLHOUSE MEWS
CHURCH LANE
SANTRY VILLAS
SWISS COTTAGE
SANTRY AVE.
MAGENTA CRESCENT
SANTRY HALL
INDUSTRIAL ESTATE

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

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REFER TO MAP 43 FOR ALTERNATIVE TRAFFIC ROUTES - SANTRY

MAP 19: Emerging Preferred Route

BusConnects Core Bus Corridors 2: Swords > City Centre
EXISTING BUS STOP AND SHELTER TO BE UPGRADED

NEW 3m WIDE LORCAN ROAD

MAGENTA HALL

SWORDS ROAD (R132)

OMNI PARK

SHOPPING CENTRE

SANTRY HALL INDUSTRIAL ESTATE

BAR SCALE

0 5.0 10.0 20.0 30.0 40.0 50.0m

LEGEND:

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

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REFER TO MAP 43 FOR ALTERNATIVE TRAFFIC ROUTES - SANTRY

MAP 20: Emerging Preferred Route

BusConnects Core Bus Corridors
2: Swords > City Centre

SECTION 6
NEW TOUCAN CROSSING
NEW BUS STOP
NEW 3m WIDE BUS LANE
ON STREET CAR PARKING TO BE REMOVED
GENERAL TRAFFIC RESTRICTED TO 1-WAY NORTHBOUND

REFER TO MAP 43 FOR ALTERNATIVE TRAFFIC ROUTES - SANTRY
CONSIDERATION TO BE GIVEN TO PROVIDING AN ADDITIONAL INBOUND TRAFFIC LANE ON THIS SECTION OF THE SANTRY BYPASS (N50)
CONSIDERATION TO BE GIVEN TO PROVIDING AN ADDITIONAL INBOUND TRAFFIC LANE ON THIS SECTION OF THE SANTRY BYPASS (N50)

LEGEND:
- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- SHARED AREA
- BUS STOP LOCATIONS
- EXISTING BOUNDARY
- PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
CONSIDERATION TO BE GIVEN TO PROVIDING AN ADDITIONAL INBOUND TRAFFIC LANE ON THIS SECTION OF THE SANTRY BYPASS (N50)
NEW TOUCAN CROSSING
SHARED STREET
NEW BUS STOP WITH SHELTER AND HARD STANDING AREA
PROPOSED CYCLE WAY THROUGH ELLENFIELD PARK
NEW TOUCAN CROSSING
NEW BUS STOP
NEW 2 WAY CYCLE TRACK
NEW 3m WIDE BUS LANE
NEW 3m WIDE BUS LANE
NEW SIGNALISED JUNCTION TO FACILITATE NEW OFF RAMP
LARKHILL ROAD
SHANRATH ROAD
SHANTALLA ROAD
GENERAL TRAFFIC N50 OFF RAMP TO SERVE SOUTH SANTRY
BAR SCALE
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REFERENCE TO MAP 43 FOR ALTERNATIVE TRAFFIC ROUTES - SANTRY
LEGEND:
BUS LANE
CYCLE TRACK
FOOTPATH
CARRIAGEWAY
GRASS AREA / VERGE
SHARED AREA
EXISTING BOUNDARY
BUS STOP LOCATIONS
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
Tennis Ground
BusConnects Core Bus Corridors
2: Swords > City Centre
MAP 26: Emerging Preferred Route

Bus Connects Core Bus Corridors 2: Swords > City Centre
EXISTING BUS STOP TO BE UPGRADED
NEW TOUCAN CROSSING
EXISTING PARKING TO BE REMOVED
SHARED STREET
NEW ISLAND BUS STOP
Bus Only Signal
EXISTING BUS STOP TO BE UPGRADED
EXISTING PARKING PERMITTED
(PUB 018)
NO RIGHT TURN SIGN
(PUB 012)
NEW PARKING PERMITTED
(PUB 014)

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
2: Swords > City Centre

MAP 28: Emerging Preferred Route

Section 6: BusConnects Core Bus Corridors 2: Swords > City Centre
PROPOSED RELOCATED PARKING / LOADING
NEW TOUCAN CROSSING
NEW BUS STOP
NEW ISLAND BUS STOP
SKYLON HOTEL
HOME FARM ROAD
UPPER DRUMCONDRA ROAD
WELLPARK AVENUE
PARKING PERMITTED (RUS 018)
BAR SCALE
0 5.0 10.0 20.0 30.0 40.0 50.0m
LEGEND:
FOOTPATH
CYCLE TRACK
CARRIAGEWAY
GRASS AREA / VERGE
BUS LANE
EXISTING BOUNDARY
BUS STOP LOCATIONS
PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)
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BusConnects Core Bus Corridors
2: Swords > City Centre
MAP 30: Emerging Preferred Route
BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 31: Emerging Preferred Route

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

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NEW TOUCAN CROSSING EXISTING PARKING TO BE SETBACK WITH BUFFER

RELOCATED BUS STOP
EXISTING BRIDGE WIDENED TO ACCOMMODATE MODIFIED ROAD LAYOUT

MAP 32: Emerging Preferred Route

BusConnects Core Bus Corridors 2: Swords > City Centre

SECTION 6
REFER TO MAP 44 FOR ALTERNATIVE TRAFFIC ROUTES - GARDINER STREET
BusConnects Core Bus Corridors
2: Swords > City Centre
MAP 36: Emerging Preferred Route

ROAD WIDENING REQUIRED
NORTH FREDERICK STREET
ECCLES STREET
MATER HOSPITAL
DORSET STREET LOWER
BLESSINGTON STREET

NO LEFT TURN SIGN (BUS 913)

LEGEND:

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

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EXISTING BUS STOPS

GARDEN OF REMEMBRANCE
FORMER COLÁISTE MHUIRE
HUGH LANE GALLERY
GARDEN OF REMEMBRANCE
FORMER COLÁISTE MHUIRE

PARNELL SQUARE NORTH

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
2: Swords > City Centre

MAP 38: Emerging Preferred Route

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SECTION 6

BusConnects Core Bus Corridors
2: Swords > City Centre

MAP 38: Emerging Preferred Route
EXISTING ON-STREET PARKING TO BE REMOVED
EXISTING JUNCTION TO BE UPGRADED TO A FULLY SIGNALISED JUNCTION WITH NEW PEDESTRIAN FACILITIES
EXISTING ON-STREET PARKING TO BE REMOVED
EXISTING ON-STREET PARKING TO BE RETAINED

NEW 3m WIDE BUS LANE
EXISTING ON-STREET PARKING TO BE REMOVED
EXISTING ON-STREET PARKING TO BE RETAINED

REFER TO MAP 44 FOR ALTERNATIVE TRAFFIC ROUTES - GARDINER STREET

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

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ALTERNATIVE TRAFFIC ROUTES - SANTRY

LEGEND:

SOUTHBOUND GENERAL WILL BE DIVERTED VIA COKLANE ONTO THE SANTRY BYPASS. ACCESS TO THE SOUTHERN SANTRY VILLAGE WILL BE FACILITATED BY A NEW SLIP ROAD OFF THE SANTRY BYPASS (N50) ONTO SWORDS ROAD.

ONE-WAY TRAFFIC
TWO-WAY TRAFFIC
LOCAL ACCESS ROADS
BusConnects Core Bus Corridors

2: Swords > City Centre

MAP 44: Alternative Traffic Routes

ALTERNATIVE TRAFFIC ROUTES - GARDINER STREET

GENERAL TRAFFIC ARRANGEMENT PROPOSALS:

- **NO GENERAL TRAFFIC PERMITTED IN THE DIRECTION INDICATED**
  - Black arrows

- **PERMITTED GENERAL TRAFFIC MOVEMENT**
  - Purple arrows

- **CORE BUS CORRIDOR - BUSES, TAXIS & BICYCLES PERMITTED**
  - Orange arrows