Submission of Dún Laoghaire-Rathdown County Council to
BusConnects Dublin Area Bus Network Redesign
2nd Round Public Consultation

Introduction

This submission has been prepared by the Municipal Service Department in consultation with the Planning Department and the Infrastructure and Climate Change Department. Note that there may also be responses by Councillors (both individually and collectively), citizens, and organisations in the County. This submission is intended to add to the other submissions, not to replace them. This submission will deal with both strategic level issues and more detailed issues which arise from the revised proposals in this 2nd round of public consultation. There is therefore no need to reiterate here the Council's support for the generality of the proposals.

Strategic Issues

The Council notes that many of the issues raised by the Council (and others) in the 1st round of public consultation have been well addressed by the BusConnects team. The Council raised the following areas of strategic concern

- **Concern with the reliance on Interchange**
- **Concern with Impact on Low-income Areas and Accessibility of Hospitals**
- **Concern with the Lack of Potential for Bus Priority on Orbital Routes**
- **Concern with Low Levels of Service for High Growth Areas**

The revised proposals show a significant increase in the number and coverage of spine routes (B3 and B4) and direct services (11, 12, and 98) thereby reducing the reliance on interchange. These routes also improve accessibility of lower-income areas and hospitals, especially St Vincent's Hospital.

The lack of bus priority on orbital routes remains a concern. However, this should be dealt with under the Core Bus Corridors Project and under the NTA's Sustainable Traffic Management Grants.

The proposed provision for the growth areas of Stepaside and Ballyogan and environs is improved, but remains limited. It would be best to provide good public transport in advance of residential development, so that new residents do not establish unsustainable commuting routines. This is partly a matter for higher level policy and budgeting, but it is also a matter which the Council will keep under review as development continues.

Detailed Issues

The Council had 14 comments under the following 4 headings related to details of the network design. Almost all have been fully addressed.

- **Avoid having two routes that start and end at the same points**
- **Extend routes to provide or maintain direct services to city centre or DART or St Vincent's Hospital**
- **Alternative options for routes east of the N11**
- **Alternative options for routes West of the N11**

The three comments regarding routes which start and end at the same point have all been addressed with the revised routes 222, 226, and 227. The six comments regarding direct services to the city centre, DART, or St Vincent's Hospital have all been addressed (by extending Spine routes B3 and B4, extending routes 12, and 213, replacing route 233 with route 11, and by adding route 98). The four comments regarding alternative options for routes east of the N11 have partly been addressed or superseded by the various changes to route S8 and 226. The rerouting of the 211 onto Churchview Road is welcome. The one comment regarding alternative option for routes west of the N11 has been addressed by the rerouting of the 225 along the Kilmacud Road Upper.

For ease of reference, the suggestions from the Council's first submission which have not been fully addressed are:

Suggestion	Change	Effect, rationale, comments
Extend routes to provide or maintain direct services to city centre or DART or St Vincent's Hospital		
6	Continue S4 to DART via Nutley Lane	• It would link this important orbital to DART. • Could still run via Belfield Campus. • Possible continuation to C1 terminus if no layover spots at Sydney Parade.
9	Continue route 7 (now Spine route B4) to Bride's Glen	• The current route 7 provides direct access from areas with relatively low car-ownership and low incomes to both St Vincent's Hospital and the city centre. These connections should be retained, especially as the current No.4 is to be removed.
Alternative options for routes east of the N11		
10	Join the 222 and the 225 into a single route	• Would provide a through service from Dundrum to Cherrywood via Stillorgan, Dun Laoghaire, and Sallynoggin with a U-shaped route • Feeder service across Luas, N11QBC, and DART, with each 'leg' of the U-shape optimising connections for inbound and outbound trips (no need to 'double back'). • Reduce the number of services terminating at Dún Laoghaire DART. • Reduce interchange costs for those using route

The Council recognises that the suggestions may have operational difficulties (e.g. layover space at termini or excessively long routes), especially suggestions 9 and 10. However, I ask that you reconsider them.

Public Consultation

In the submission to the 1st round of public consultation, I noted some criticism/scepticism of the public consultation process by members of the public. Given the changes to the proposals, it is clear that the process has been extensive, open and positive.

Additional Issues Arising

Summary

In summary, the Council welcomes the primary objective of Bus Connects – to make the bus system more useful to more people. It also supports the other elements of the overall approach, such as ticketing, shelters, and cycle facilities.   The proposals will support the policies of the Council regarding sustainable travel and transportation, as expressed in our County Development Plan and our Corporate Plan.

The Council welcomes the fact that almost all our suggestions in the 1st round of Public Consultation have been fully addressed.

The only major outstanding concern of the Council is the level of service for the development areas of Stepaside and Ballyogan and its environs.

Given the complexity and importance of BusConnects, the Council would welcome the opportunity to discuss our concerns at the next stage of the project.