

TALLAGHT INNOVATION CENTRE



**MOBILITY MANAGEMENT PLAN FOR
SOUTH DUBLIN COUNTY COUNCIL**

PROJECT NO. M1291

SEPTEMBER 2020



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DOCUMENT CONTROL & HISTORY

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TALLAGHT INNOVATION CENTRE
MOBILITY MANAGEMENT PLAN

SEPTEMBER 2020

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TALLAGHT INNOVATION CENTRE

MOBILITY MANAGEMENT PLAN

SEPTEMBER 2020

1 INTRODUCTION

1.1 Overview

O'Connor Sutton Cronin have been appointed as Civil & Structural Engineers as part of the Architect led design team for the proposed development of an Innovation Centre at Tallaght, Dublin 24 for South Dublin County Council.

1.2 Site Location

The site of the proposed development is located to the north of County Hall in Tallaght. The site is indicated in Figure 1 below.

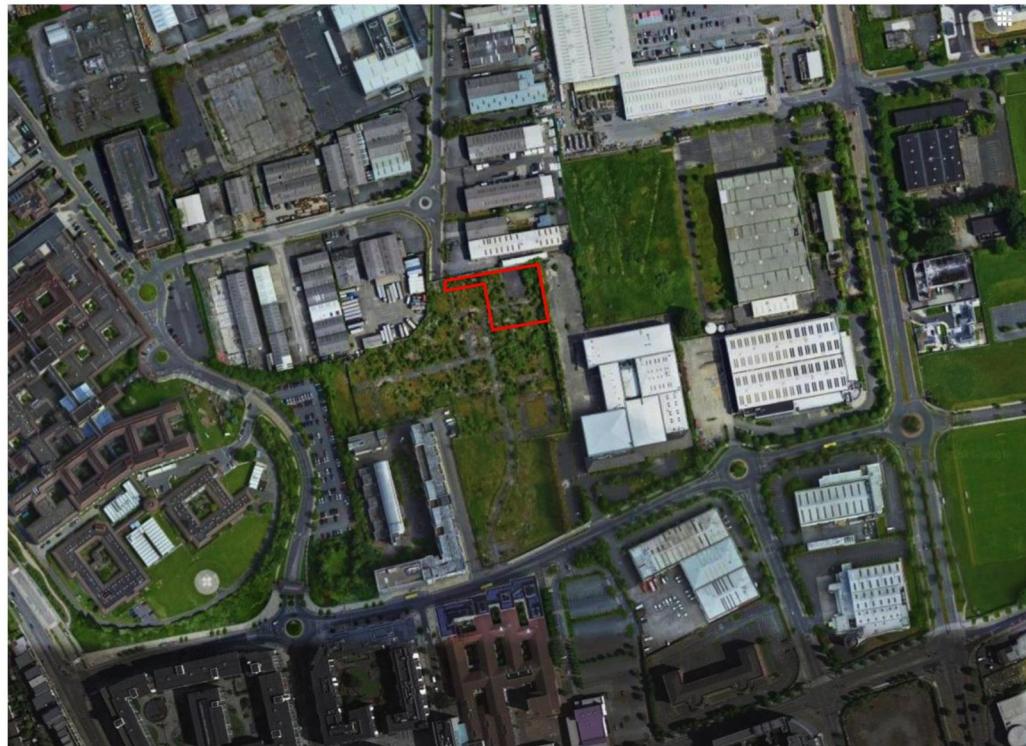


Figure 1-Site Location



Project No. M1291
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1.3 Site Overview

The site is located to the north of County Hall in Tallaght. It is bounded to the north and north west by industrial units within Cookstown Industrial Estate. Disused industrial units are located to the east of the site-this area has current planning for a large-scale residential development. The areas to the south of the proposed development are in the ownership of South Dublin County Council with plans for a school and a landscaped park to be provided in this area. A new link road is currently being constructed along the western boundary of the site in a north south direction.

The existing site is relatively flat with levels of c.103.25-103.5m OD across the site. The existing ground to the south of the site is flat at first before falling gradually towards Belgard Square North. The site is brownfield in nature having been previously used as Traveller Accommodation.

1.4 Proposed Development

The Tallaght Innovation Centre is a landmark building for Tallaght Town Centre, under the procurement of South Dublin County Council. It will sit at the head of a new park / urban plaza on lands north of Belgard Road North and provide a civic focus for this area, that will be developed in other lots to include housing and a school. The Tallaght Innovation Centre is an exciting new initiative aimed at bringing start-up companies to the area by providing office space of differing scales that can be rented for a fixed period of time. The building is a taut metal and glass-clad box that commands the northern end of the site and will be highly visible, with a night and day presence. 4 storeys high, the ground floor is open and inviting, with public interface: you can see through the building from side to side. Above this there are three floors of lettable units that vary in size and look out over Tallaght Town Centre and to the mountains beyond. A void over the Town Hall area, flooded with natural light, allows for visual connections between the levels. A south facing outdoor terrace opens out from the café, availing of the amenity of the park. A small amount of parking will be provided to the north of the site. Adjacent to the new Belgard Link Road, currently under construction.



Figure 2-Proposed Development



Figure 3-3-D Visualisation of Proposed Development

2 SCOPE OF MOBILITY MANAGEMENT PLAN

This plan is being prepared as a transportation demand management tool for the proposed Innovation Centre site. This will have the aim of reducing car use and the need for car use by users of the development, by increasing the attractiveness and practicality of other modes of transport and by reducing the need to travel.

The MMP targets set out herein will take account of future potential improvements in sustainable transport infrastructure over and above those currently in operation. In this context, the MMP will set targets into the future which will be flexible and reflective of the maximum achievable modal split at any time dependent on a variety of factors including actual local infrastructure and other facilities available.

Guidance has been sought from the National Transport Authority and similar best practice guidance with regard to the appropriate content of this plan. On that basis, this plan aims to meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available to the future staff and users of the Innovation Centre;
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling;
- Set out the anticipated targets with respect to modal choice;
- Provide an outline of the various schemes that may be appropriate to facilitate a positive change in travel patterns at the site.

Thus, based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support a positive modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final

occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation. Reviews will also be held on a regular basis in consultation with both the managers and users of the development.

3 EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

There are a wide variety of existing public transport, cycle and pedestrian facilities in the vicinity of the proposed development.

RAIL

The Luas Red Line terminus at Tallaght is located approximately 500m (5 minutes) walk from the development site. The Luas is a semi-segregated light rail tram service which operates at street level but generally receives priority over normal traffic at junctions.

The Red Line provides a regular service between The Point/Connolly Station and Tallaght/Saggart with intermediate stops at key locations including Busáras, Heuston Station, the Red Cow and Citywest. Normal operating hours are from 05:30 – 12:00.

The recently extended Green Line now provides a good degree of connectivity with the Red Line with their respective stops at O'Connell Street and Abbey Street located within very close proximity of one another. The Green Line provides a service between Sandyford and Broombridge with intermediate stops at St. Stephens Green, Westmoreland, Cabra, Phibsborough and Broadstone DIT. Normal operating hours are from 05:30 – 12:00.

The complete Luas network including the Luas Cross City can be seen in Figure 4 overleaf.

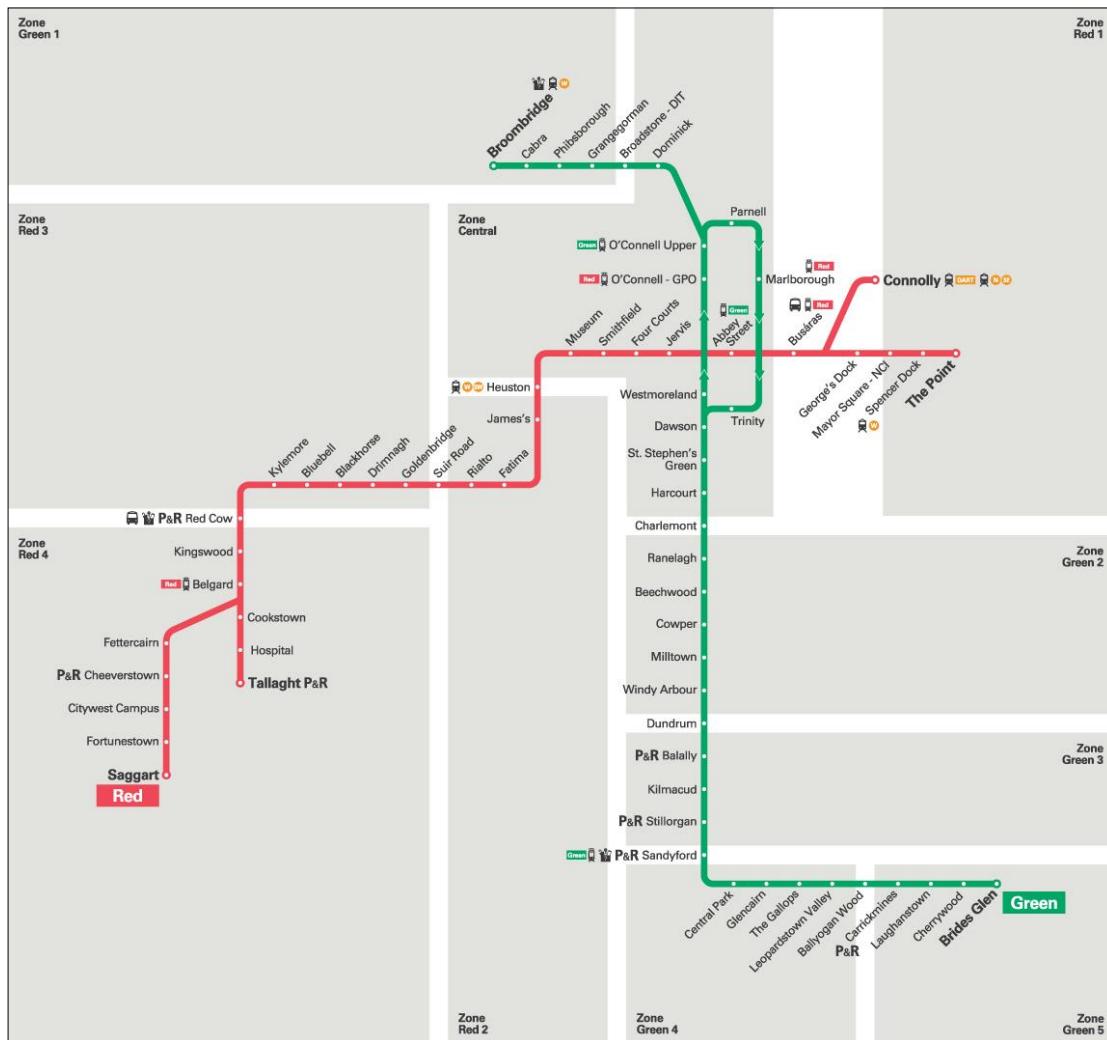


Figure 4-luas Network Map

The Luas does not run on a fixed timetable however, it operates based on a frequency of service which changes depending on the time of day to adequately cater for demand. The service frequencies for the Luas are detailed following in Figure 5.

Tallaght - Eastbound Towards Connolly or The Point					Sunday & Bank Holidays		
Monday - Friday		Saturday			Sunday & Bank Holidays		
	Min	Avg	Max		Min	Avg	Max
05:30-07:00	10	14	20	06:30-10:00	12	15	20
07:00-10:00	3	8	10	10:00-16:00	12	12	13
10:00-16:00	9	9	10	16:00-19:00	10	11	13
16:00-19:00	9	9	10	19:00-00:00	3	11	15
19:00-00:00	6	10	15				

Figure 5-LUAS Tallaght Stop Operating Frequencies

The Luas also provides good connectivity with other rail services including both Intercity, commuter and DART services operating out of Heuston Station and Connolly Station, both of which are directly served by the red line.

BUS

There are a number of Dublin Bus stops operating in the local area with the closest stops relative to the development site located on Belgard Square North and Belgard Road. The routes serving within a 10 minute walking distance are detailed in Table 1 below.

Route	Description
27	Clare Hall – Jobstown
49	Pearse Street – Tallaght (The Square)
54a	Pearse St. – Ellensborough / Kiltipper Way
56a	Ringsend Rd. – Tallaght (The Square)
65	Poolbeg St. – Blessington / Ballymore
75	The Square Tallaght – Dun Laoghaire
76	Chapelizod – Tallaght (The Square)
76a	Blanchardstown Centre – Tallaght (The Square)
77a	Ringsend Rd. – Citywest

Table 1-Local Dublin Bus Services

A map detailing the core Dublin Bus routes can be found in Appendix A of this report while full details of all Dublin Bus services can be found on www.dublinbus.ie.

Bus Éireann also has a stop on Belgard Square which is served by Route No. 132, operating between Dublin Connolly Station and Bunclody. Busáras is also accessible via the Luas Red Line and provides access to a variety of commuter

and intercity services to and from numerous locations across Ireland, as well as a number of locations in Britain. Maps detailing the primary Bus Éireann services can be found in Appendix B of this report while more detailed information on all services is available at www.buseireann.ie.

CYCLE

The National Transport Authority (NTA) has surveyed the cycle facilities for the Greater Dublin Area (GDA) as part of the *Greater Dublin Area Cycle Network Plan*. An extract from this plan showing the existing facilities in the vicinity of the proposed development is shown in Figure 6 below with a more detailed version included as Appendix C of this report.

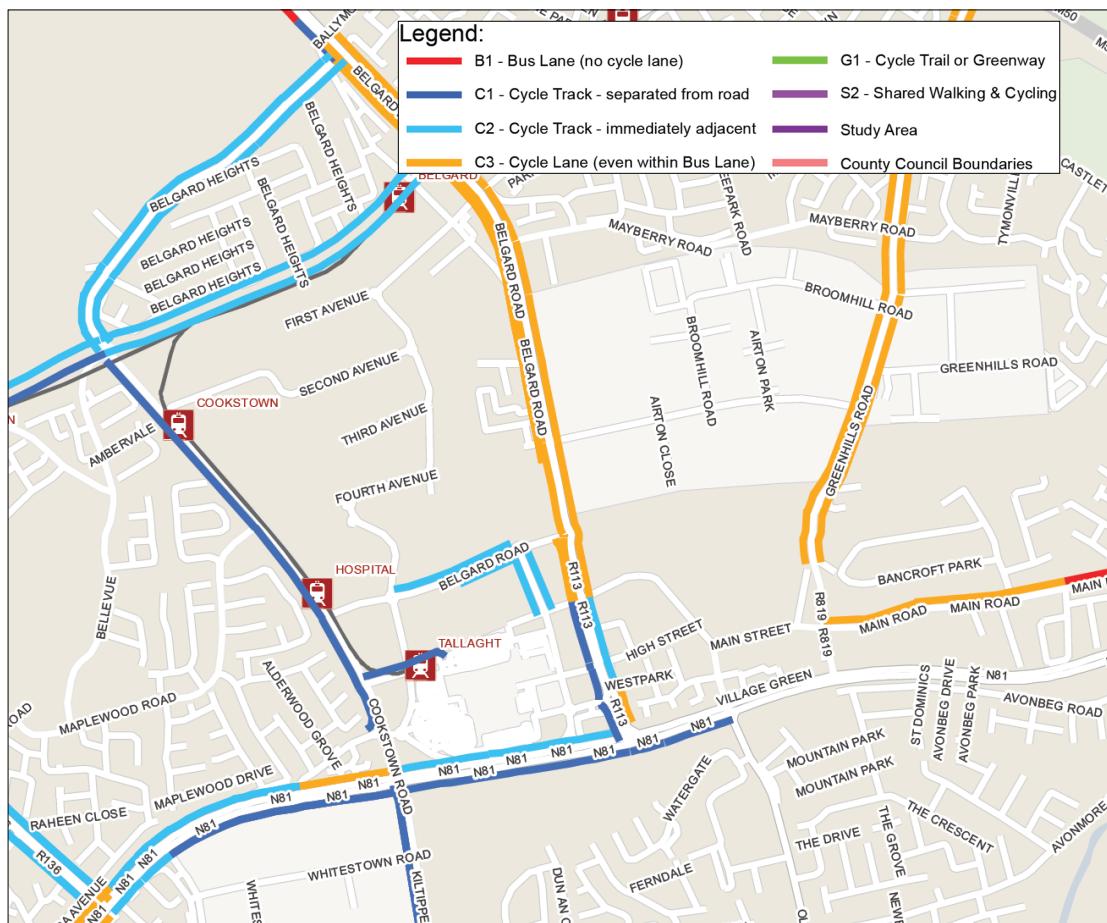


Figure 6 Local Cycle Infrastructure¹

¹ Source: Greater Dublin Area Cycle Network Plan

As can be seen there are dedicated facilities on Belgard Road, the N821 and sections of Belgard Square North.

Also of note is the recent dockless bike initiatives that have begun operation. In particular, BleeperBikes has been operating in South Dublin County Council since 2017. Similar to the hugely popular Dublinbikes scheme, the dockless bikes initiative provides an accessible, short term, bike rental scheme across the area which would encourage and facilitate a positive modal shift.

Users of these schemes have access to rental bikes stored on public cycle parking stands and can return them to other approved public locations for a small fee. Such a facility has an additional benefit over the Dublinbikes scheme given the flexibility of not requiring docking stations to be constructed and preventing associated queues often experienced at pickup when waiting for a bike to become available or when dropping off when waiting for a dock to become available.

There are a number of locations permitted to drop off and collect dockless bikes in Tallaght, including many around Belgard Square within a short walking distance of the development site.

PEDESTRIAN

With regard to pedestrians, there are well lit, good quality footpaths along all links locally with dedicated pedestrian crossing facilities at all major junctions nearby. However, the development site is not currently accessible by footpath.

SUMMARY

Overall, the development site is seen to be well served by a variety of transport options which should facilitate the objective to encourage and promote more sustainable means of transport.

4 FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

There are a number of future improvements to the public transport system and cycle/pedestrian infrastructure which will provide further improvements to the facilities outlined in the previous section. These include proposals set out in the following:

- Greater Dublin Area (GDA) Transport Strategy 2016 – 2035;
- National Development Plan 2018 – 2027;
- Greater Dublin Area Cycle Network Plan;
- South Dublin County Council Development Plan 2016 – 2022.

The key proposals relative to the development site are discussed in more detail in the following paragraphs.

RAIL

While there are no direct rail infrastructure projects planned for the immediate area, it is noted that the connectivity to other rail service provided by the nearby Luas Red Line, as identified in Figure 7 over means the following will be of relevance:

- Metro Link – A new, fully segregated light rail service operating between Swords and Dublin City where it will utilise an upgraded section of the current Luas Green Line to continue services to Sandyford. This will link with the Luas Red Line at O'Connell Street;
- Luas Green Line Extension – An extension of the existing Green Line to Finglas and Bray;
- Luas Red Line Extension – An extension of the existing Red Line from its terminus at The Point to Poolbeg;
- Luas Lucan Line;
- DART Expansion Programme – Including the DART Underground project consisting of an underground link through the city centre expanding DART services to Kildare as well as electrification on parts of the Northern, Kildare and Sligo/Maynooth lines to provide increased services.

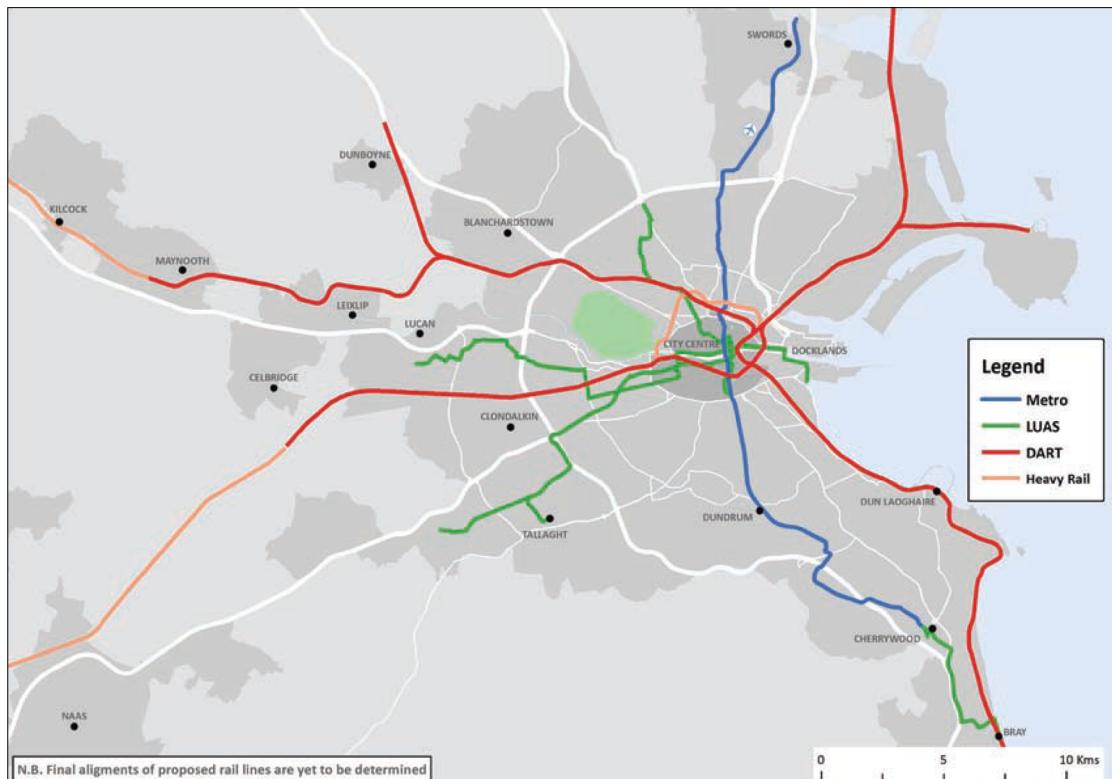


Figure 7 NTA Proposed Future Rail Network²

These projects, through their connections with the local rail and bus services, will help create a wider, integrated transportation network with increased connectivity and serviceability.

BUS

BusConnects Dublin is a major investment programme to improve public transport within the Greater Dublin Area. 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. This programme includes:

- Building a network of new bus corridors to make journeys faster and more reliable;
- Re-design of the Dublin area bus network to provide a more efficient network with high frequency spines, new orbital routes and increased bus services.

² Source: [Greater Dublin Area Transport Strategy 2016 - 2035](#)

Full details of the BusConnects programme are available on busconnects.ie.

The BusConnects core bus corridors are indicated in Figure 8 below.

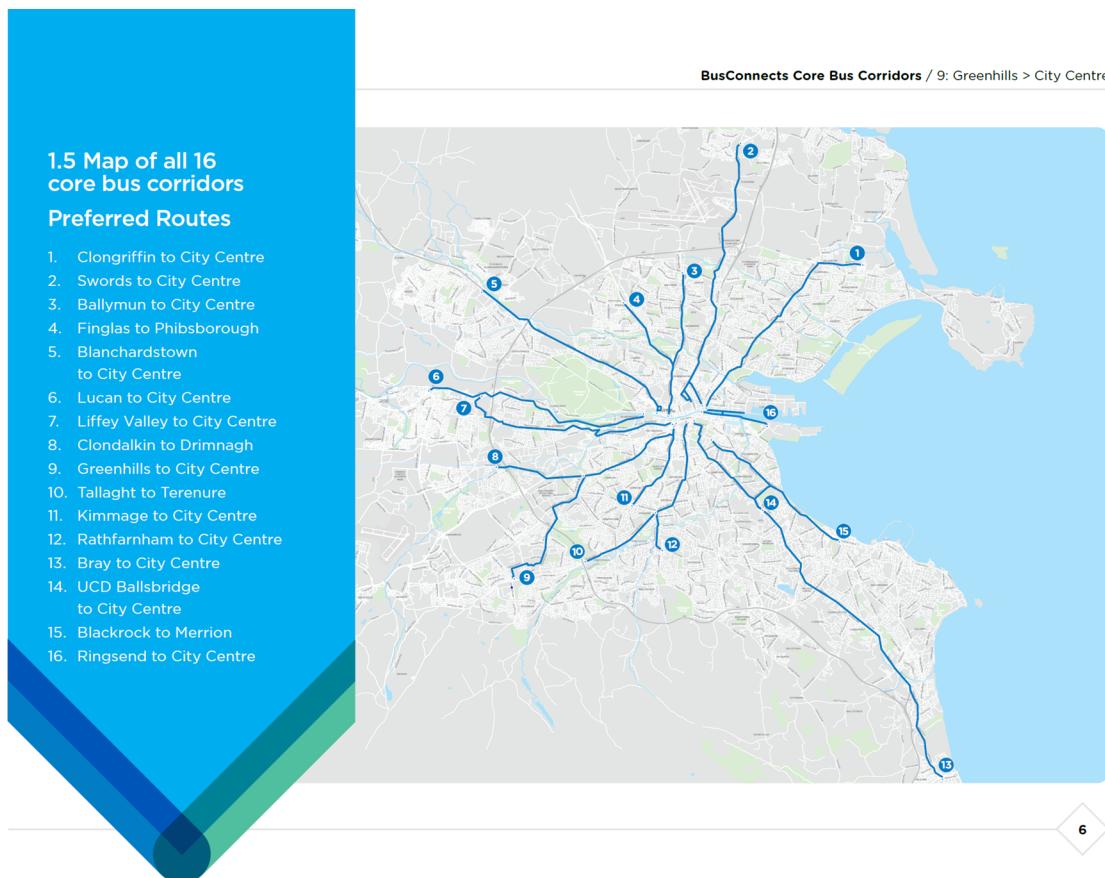


Figure 8 BusConnects Core Bus Corridors

Of primary relevance to the proposed Innovation Centre is the proposed Greenhills Core Bus Corridor. This corridor commences on Belgard Square West at the junction with Cookstown Way. From here, the CBC is routed along Belgard Square West and Belgard Square North where it travels close to the southern boundary of the Innovation Centre development before continuing its journey to the city centre. The overall corridor route is approximately 11.6kms with the current journey time of up to 80 minutes estimated to be reduced to 30-40 minutes.

The location of the corridor relative to the proposed development is shown in Figure 9 over. Additional detail on the bus corridor is reproduced in Appendix D of this report.

MAP 3: Preferred Route

BusConnects Core Bus Corridors / 9: Greenhills > City Centre

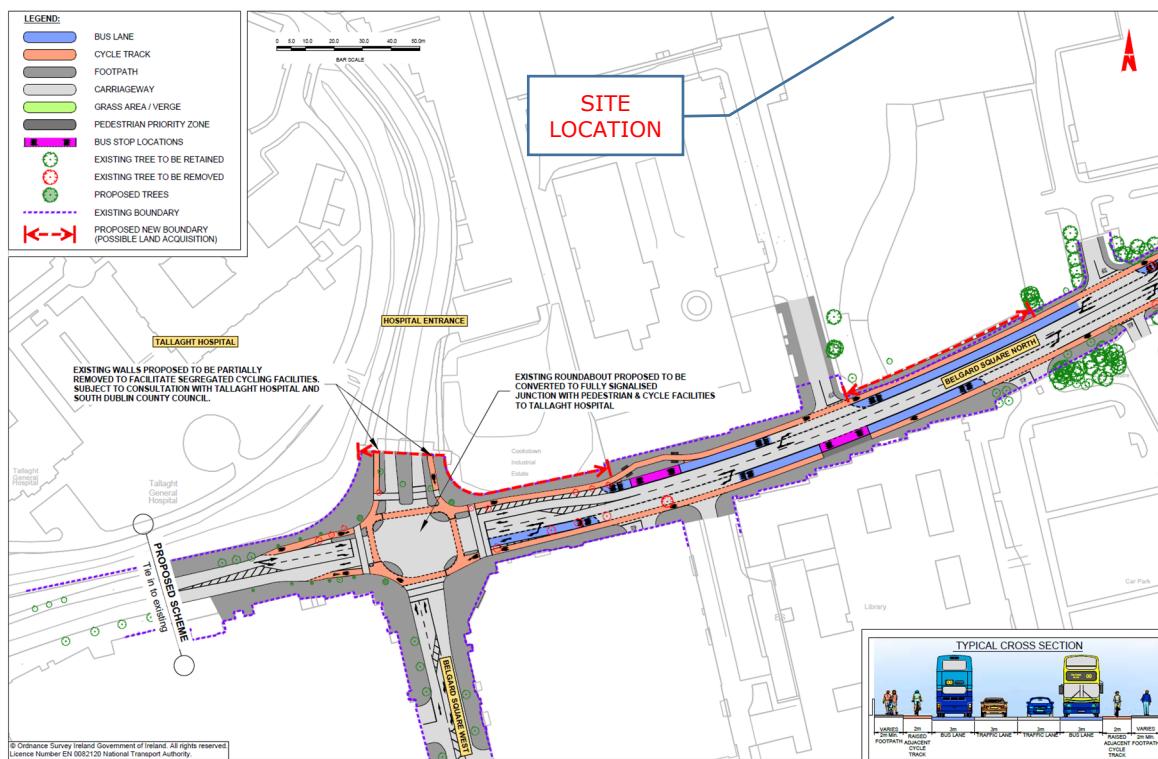


Figure 9 BusConnects-Infrastructure adjacent to site

CYCLE

The GDA Cycle Network Plan sets out proposals for improvements to the existing cycle network infrastructure locally, as indicated in Figure 10 over and reproduced in Appendix E.

As can be seen it is proposed to have a number of primary, secondary and feeder routes bordering the development site directly and creating a high quality network of cycle routes throughout the local area which will in turn connect to a comprehensive plan for the GDA.

In addition, it is proposed to upgrade the existing cycle track along the site boundary with Belgard Square North to provide a higher quality, segregated cycle facility along this section. This will be further complimented by a toucan crossing to be provided on the northern arm of the Belgard Road/IT Tallaght/Belgard Square North roundabout as well as toucan crossings on each arm of the upgraded Belgard Square North/Belgard Square East junction.

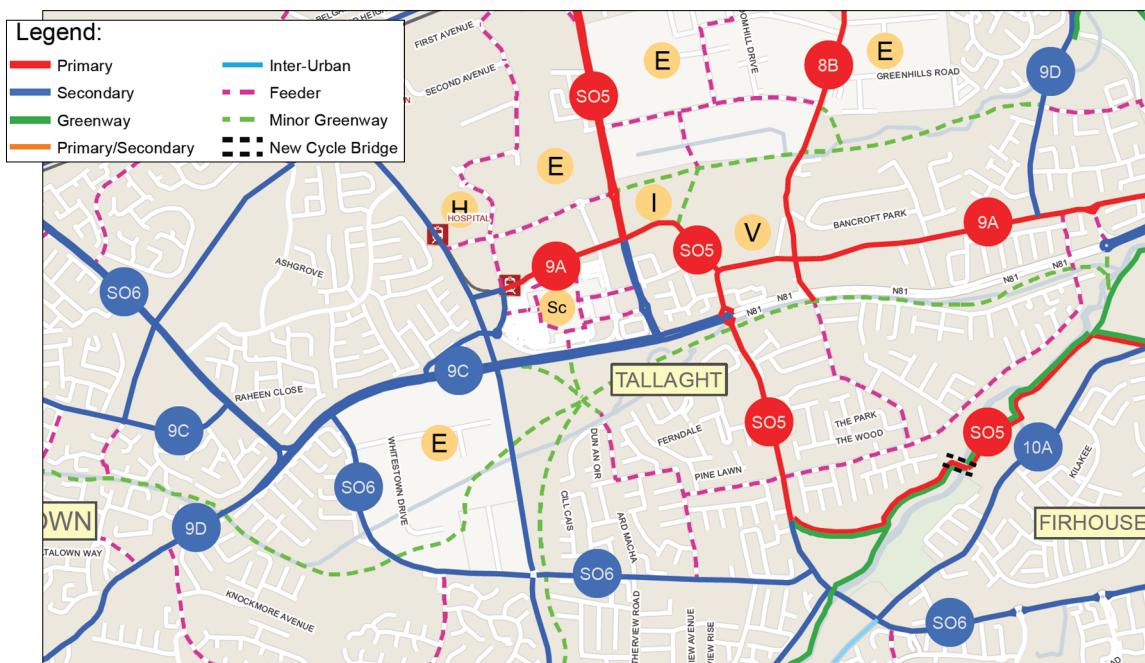


Figure 10 Proposed Future Local Cycle Infrastructure³

These facilities will also be of significant benefit to pedestrians, providing more priority when crossing key routes in the area.

PEDESTRIAN

There are significant upgrades to local infrastructure to enhance the connection of the proposed development site for pedestrians. Works are nearing completion on site on an extended Link Road connecting Belgard Square North to the Cookstown Industrial Site-this new road and associated footpaths is immediately to the west of the development site.

In addition, a Public Realm scheme is currently planned for the public space to the south of the site. This scheme will provide a further linkage for pedestrians to the civic centre of Tallaght and its associated bus and rail infrastructure.

³ Source: *Greater Dublin Area Cycle Network Plan*

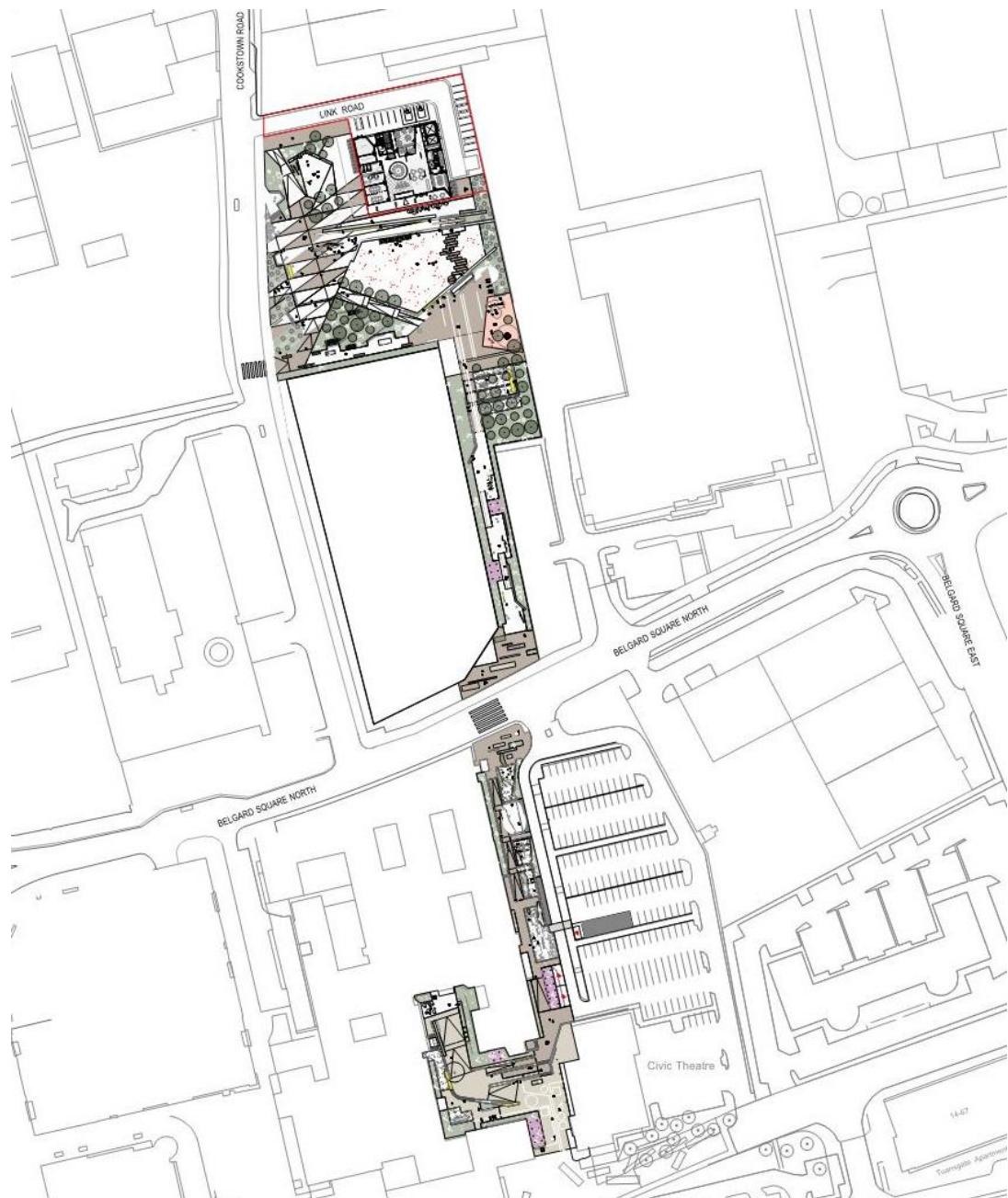


Figure 11 Public Realm Scheme with Innovation Centre

5 OBJECTIVES OF THE TRAVEL PLAN

The primary goal of this plan will be to facilitate and encourage a positive modal shift at the development towards sustainable modes of transport. Taking this above into account, the objectives of this MMP are as follows:

- To reduce the dependence on the private car as a means of travel;
- To discourage the use of the private car in those circumstances where car use does occur;
- To increase and facilitate the number of people choosing to walk, cycle or travel by public transport to/from the development;
- To work closely with the Local Authority, the National Transport Authority, Irish Rail, Dublin Bus, Transport Infrastructure Ireland, Bus Éireann and all other relevant stakeholders in a partnership model to promote an increased uptake in public transport.

In order to achieve the foregoing objectives, the targets set out hereunder are proposed in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in the light of ongoing experience gained from the implementation of this plan.

PARKING PROVISION

A key aspect of facilitating travel by car is through the provision of car parking. As a result, it is an objective of this plan to persist in limiting the level of parking available on-site wherever possible. This will also continue to take into consideration the necessary demand so as to prevent overspill parking in nearby areas. It is noted that there are a number of alternative parking options for users or visitors to the Innovation Centre including public car parking facilities at Belgard Square West approximately 150m from the site with a daily charge of €4.

It is an objective to ensure that sufficient cycle parking is provided to meet demand at the site to ensure cycling is considered a viable option where possible.

CAR TRAVEL & OCCUPANCY

It is an objective of this plan to minimise the numbers using private cars and in cases where it does occur, to increase the number people travelling as passengers.

BUS

There are currently numerous bus services which serve stops within a 10 minute walk of the development site. It is an objective of this plan to increase awareness of these services and encourage their use as a viable and convenient alternative to private car travel where possible.

It is also an objective to inform of any changes to these services and any new services that come on line.

RAIL

The nearby Luas service provides direct access to a number of areas across Dublin as well as linking with a variety of other rail services.

It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible.

It is also an objective to inform of any changes to these services and any new services that come on line.

CYCLING/WALKING

The proposed development site is well served by good quality cycle and pedestrian infrastructure, with significant improvements also planned for the future.

It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible.

MODAL SPLIT

Existing modal split data for the Tallaght area has been obtained from the Census 2016 results. This has been combined with the proposals in relation to car parking, cycle parking, the measures set out in this plan to facilitate positive modal shift and the proposed infrastructural improvements for the local area to develop a series of overall modal split targets for the proposed development, as set out in Table 2 following.

Mode	Modal Share
On Foot	35%
Bicycle	10%
Public Transport	45%
Car Driver	2%
Car Passenger	8%

Table 2 Preliminary Target Modal Splits

It is noted that once the development is occupied, it is proposed to carry out detailed travel surveys after 6 months in order to establish a more detailed picture of travel patterns at the site. This information will then be used to update the above targets accordingly.

6 SPECIFIC MEASURES

In order to achieve the objectives and modal split targets set out in Section 5, a number of specific measures are proposed to be put in place.

Primarily it is intended that the development will participate in the Smarter Travel Workplaces programme. This programme assists companies in encouraging staff to travel by means other than by car through various schemes and plans and the information obtained from this will also be applied to the residential elements of the development where possible. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

MANAGEMENT AND CO-ORDINATION

A Mobility Manager/Travel Co-ordinator will be appointed at the development. The duties of the Mobility Manager will include inter alia:

- Conducting travel surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point;
- Negotiating with public transport companies and other service providers;
- Setting up and administering registers for particular measures such as taxis if the need arises;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Evaluation and adaptation of the plan in the light of experience.

CAR SHARING

The Mobility Manager will ensure that car sharing would be promoted throughout via schemes such as establishing a car sharing database or encouraging the use of existing car sharing services, an action which forms part of the Smarter Travel Workplaces programme. Staff will be able to avail

of this service in order to get in contact with other people who are travelling to and from similar destinations with the aim of sharing the costs and increasing the number of people travelling as passengers.

Car-sharing could be further promoted through various other means such as reserved parking specifically for car-sharers.

Taxis also provide an opportunity for people who require the flexibility of car travel while also removing the requirement to travel to and from work via car. Information on local taxi services will be provided and the possibility of negotiating deals/discounts with providers will also be investigated by the Mobility Manager.

BUS-USE

The Mobility Manager will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services that may come on-stream.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times and made available. The Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis, with staff/users of the Innovation Hub being informed of any changes/disruptions to services.

The Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

RAIL USE

The Mobility Manager will keep information on hand at all times regarding ticket prices, frequency of services, routes etc. for all existing services. Again,

information on any ticket offers such as tax-saver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated regularly, with staff/users Innovation Hub being informed of any changes/disruptions to services or any new services which may come on line.

As with the other public transport services, the Mobility Manager will keep in contact with all rail service providers working in the area with the aim of improving/promoting these services where possible. The possibility of having these local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

CYCLE/PEDESTRIAN FACILITES

The proposed development includes the provision of 30no. bicycle parking spaces to the east of the building. Appropriate shower and changing facilities are proposed to be provided within the Innovation Centre development.

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work Week';
- Cycle safety training;
- Site visits from trained mechanics to check/repair bikes;
- Discounts on bikes and accessories from various stores;
- On-site pool bike scheme;
- Provision of high visibility vests.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people choosing to begin cycling can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted at the development.

Similarly, walking will also be promoted through various schemes such as the Pedometer Challenge, as part of the Smarter Travel Work Place programme.

CAR PARKING PROVISION

A total of 14no. parking spaces are proposed as part of the development, with 2no. of these designated disabled spaces. It is noted that there are a number of alternative parking options for users or visitors to the Innovation Centre including public car parking facilities at Belgard Square West approximately 150m from the site with a daily charge of €4.

USE OF TECHNOLOGY

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP staff/residents at the completed development will be informed of a variety of potentially useful tools including the following:

- The NTA Journey Planner – Available on the NTA website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- Public Transport Providers – Each of the major public transport providers, including Dublin Bus, Bus Éireann and Irish Rail, now have their own dedicated app that can be downloaded to a smartphone and/or tablet. These contain detailed information on all services offered including timetables and also allow for real time up-dates on changes or disruptions to services;
- RealTime Ireland – An application available for download to smartphones and tablets, this app provides real time arrival and departure listings for a range of public transport options from major rail stations to individual bus stops. This app also links with the aforementioned NTA Journey Planner to provide a compressive travel planning tool;
- Taxi Apps – There are various apps available at present which simplify the process of booking taxis considerably to provide a much more accessible service.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The availability of such services will be promoted amongst employees on a regular basis and information on any new services that become available will also be provided.

SUMMARY

Overall, the location of the proposed development, along with the measures considered, will aim to ensure that travel by public transport, by bike or by foot is a preferred alternative to travel by private car for a significant portion of travellers.

7 MONITORING

A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular the demand for cycle parking at the site will be closely monitored with a view to increasing the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.



IAN CREHAN BE, CEng, MIEI, MIStructE, RConsEI
OCSC MULTIDISCIPLINARY CONSULTING ENGINEERS



APPENDIX A. DUBLIN BUS SERVICES

Dublin Bus

Key City Centre Routes

Use the index and grid reference to find the right stop on the city centre map.

The stop number shown on the map also appears on the top of the bus stop to help you find your stop more easily.

 For Real Time Passenger Information
[click on the stop numbers](#)

For Timetable Information [click](#) the Bus Route numbers

Route Destination	Bus Route	Stop Number	Grid Ref
Ballsbridge/RDS	4, 7, 7a	4725	D1
	4, 7, 7a	273	E3
	4, 7, 7a	405	E5
Ballyfermot	40	270	D2
	40	335	E3
	40	4521	D4
Blackrock	4, 7, 7a	4725	D1
	4, 7, 7a	273	E3
	4, 7, 7a	405	E5
Blanchardstown -	39/a	793	D6
Shopping Centre	39/a	7588	F4
	39/a	328	D4
Blanchardstown -	38/a, 39	793	D6
Village	39	7588	F4
	38/a	274	D2
	39	328	D4
Botanic Gardens	83	1359	D4
	83	319	D4
Bray Main Street	145	7622	D3
	145	334	E3
	145	406	E5
Celbridge	67	346	E4
	67	317	D4
Charlestown S.C.	9	1359	D4
	9, 40	319	D4
	9	281	D1
	40	1358	D4
	40	279	D2
Citywest Business Pk.	77a	4522	D4
Clondalkin Village	13	270	D2
	13	335	E3
	13	4521	D4
Clonskeagh	11	271	D3
	11	404	E5
Clontarf	130	7591	E2

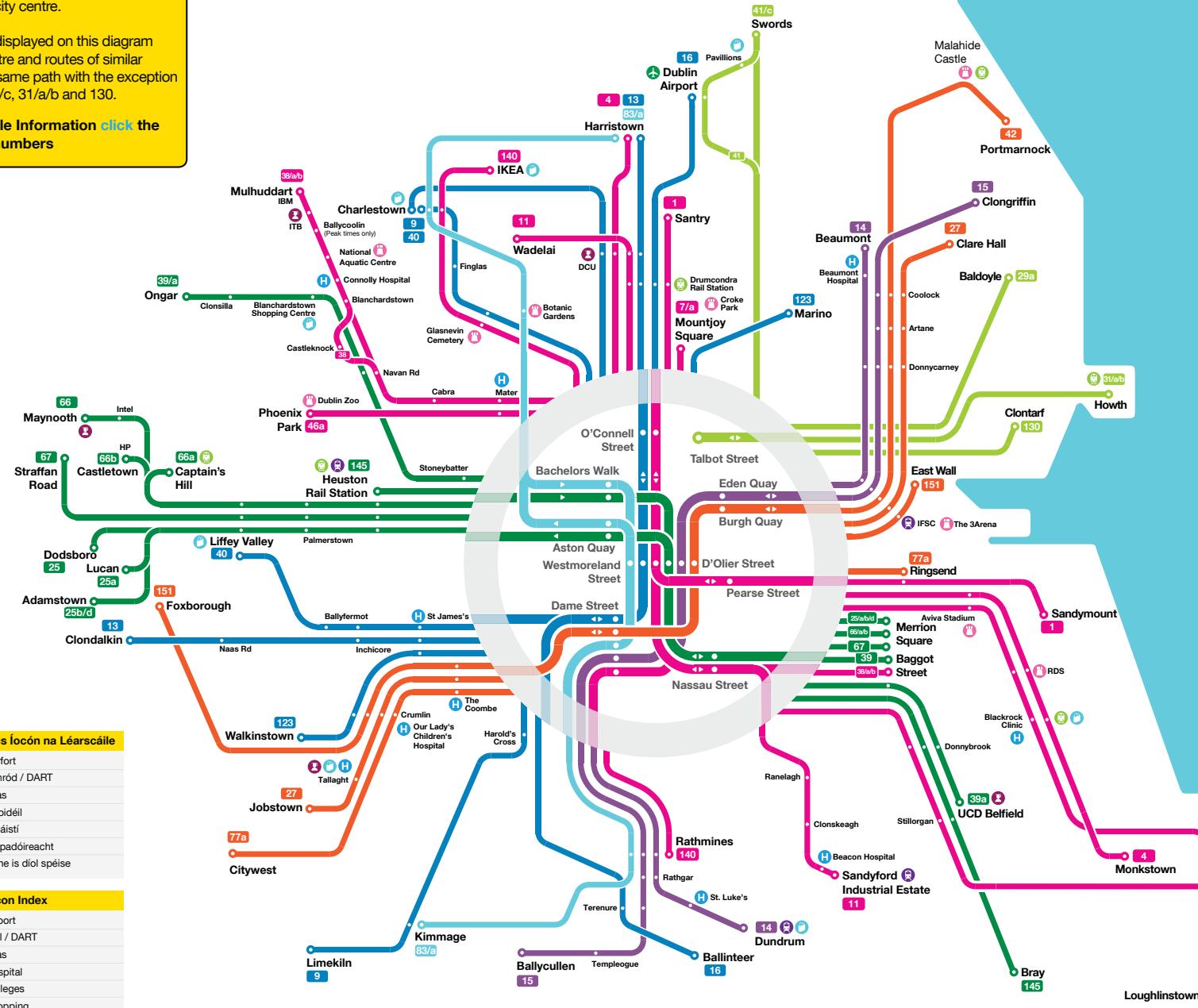
Dublin Bus

Core Dublin Bus Routes

This diagram shows the core routes operating in and out of the city centre.

Most bus routes displayed on this diagram cross the city centre and routes of similar colour follow the same path with the exception of Routes 29a, 41/c, 31/a/b and 130.

For Timetable Information [click the Bus Route numbers](#)





APPENDIX B. BUS EIREANN SERVICES

NETWORK MAP

Also includes Ulsterbus Goldline Network



Numbers shown beside routes refer to table number in the Bus Éireann National Timetable. Where a number is underlined e.g. 132 the service runs less than 5 days a week. Where a number is boxed e.g. 252 the service operates for the summer period only. See relevant table for exact dates.

To aid clarity, certain local bus services operated by Bus Éireann have been omitted from this network map.

© Bus Éireann August 2017

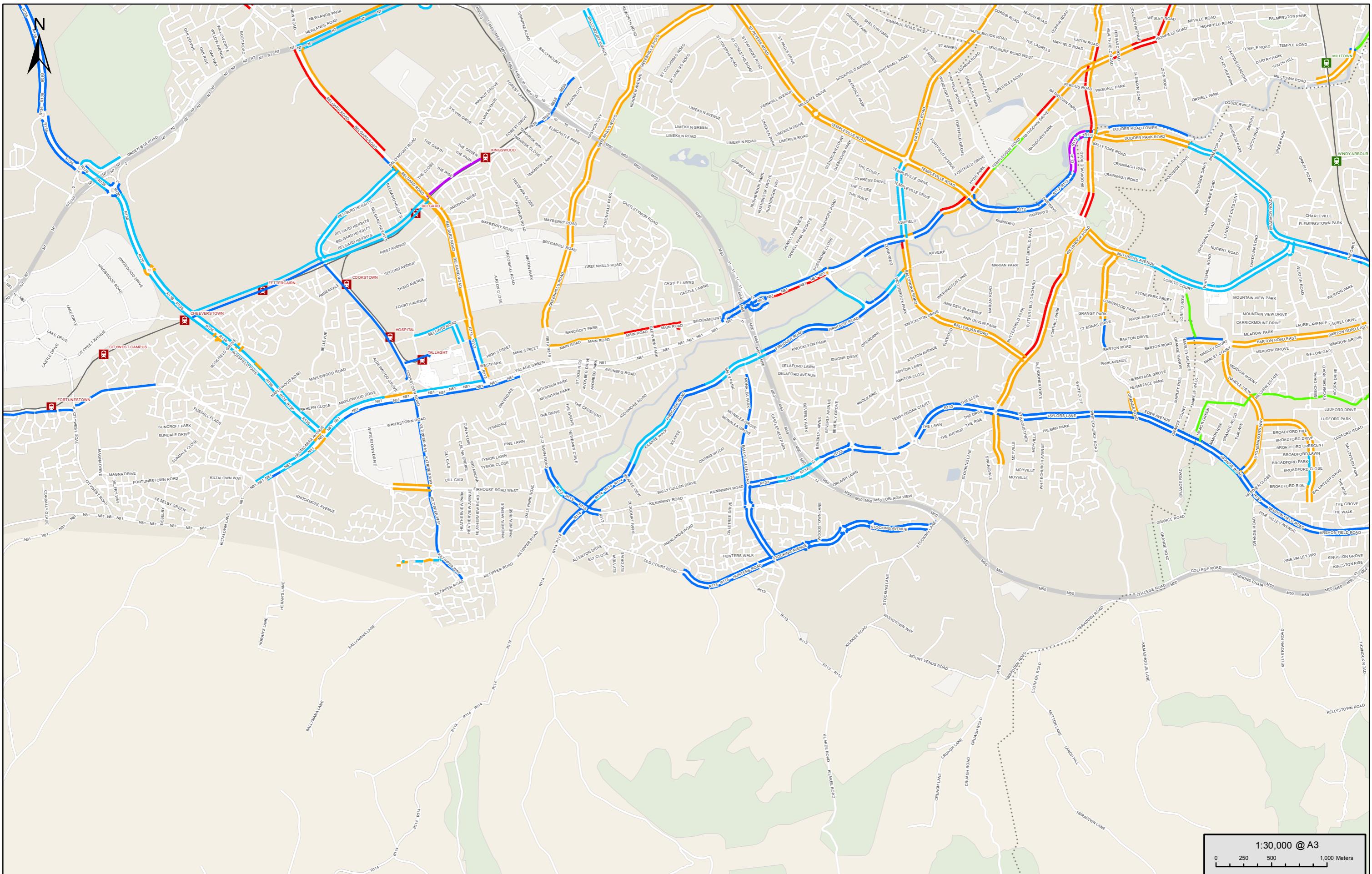
KEY

- Bus Éireann Expressway Coach Service - year round
- Bus Éireann Expressway Coach Service - Summer Only
Note: Expressway Services stop only at locations listed in the relevant section of the timetable
- Bus Éireann Local Bus Service - Year Round
- Bus Éireann Local Bus Service - Summer Only
Note: Local Bus Services stop on request at all points on route
- Expressway Service - Operated in conjunction with Ulsterbus
- Ulsterbus Goldline Service - Tel: +44 (028) 90 66 66 30
Note: Ulsterbus also operate an extensive network of local bus services in Northern Ireland

- Bus Éireann Local Town and City Service
- Principal Bus Éireann Information Offices
- Airports
- Local Car / Passenger Ferry
- Northern Ireland Border
- County Border



APPENDIX C. GREATER DUBLIN AREA CYCLE NETWORK-EXISTING FACILITIES



Project:
CYCLE NETWORK PLAN FOR
THE GREATER DUBLIN AREA

Title:
EXISTING CYCLE FACILITY TYPE
DUBLIN SOUTH WEST
SHEET E6

Legend:

- B1 - Bus Lane (no cycle lane)
- C1 - Cycle Track - separated from road
- C2 - Cycle Track - immediately adjacent
- C3 - Cycle Lane (even within Bus Lane)
- G1 - Cycle Trail or Greenway
- S2 - Shared Walking & Cycling
- Study Area
- County Council Boundaries



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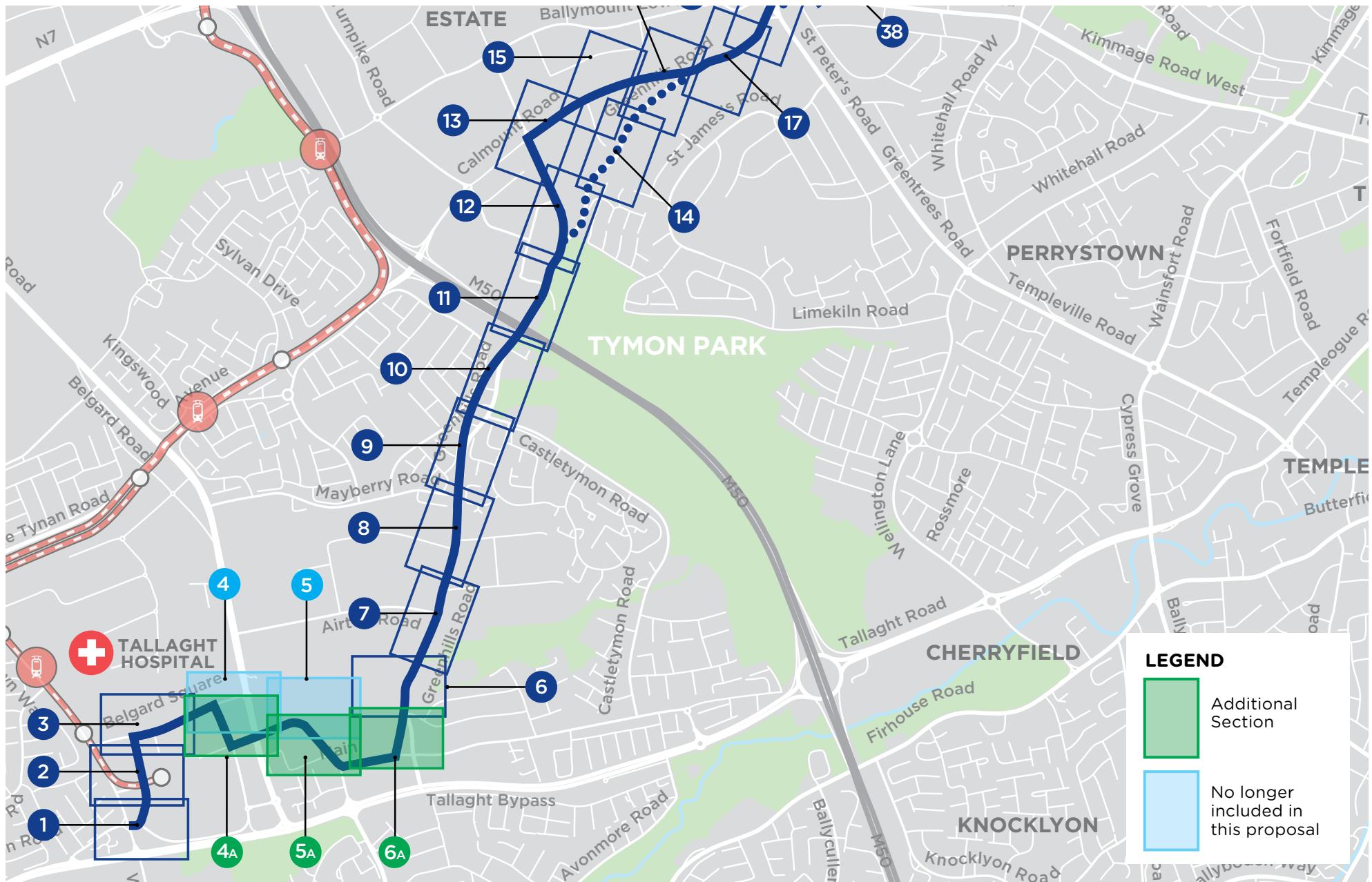
APPENDIX D. BUSCONNECTS-GREENHILLS CBC

1.5 Map of all 16 core bus corridors

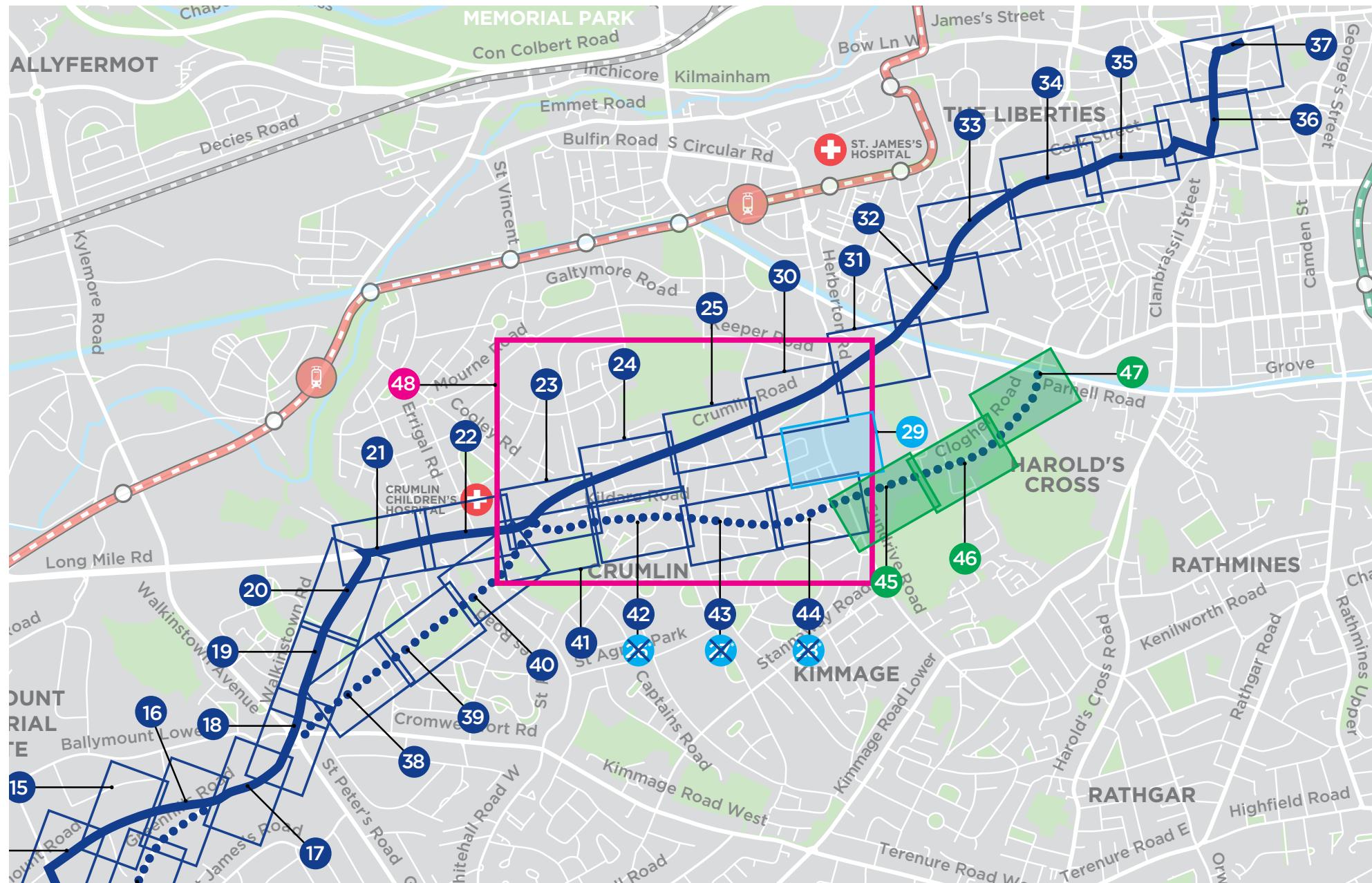
Preferred Routes

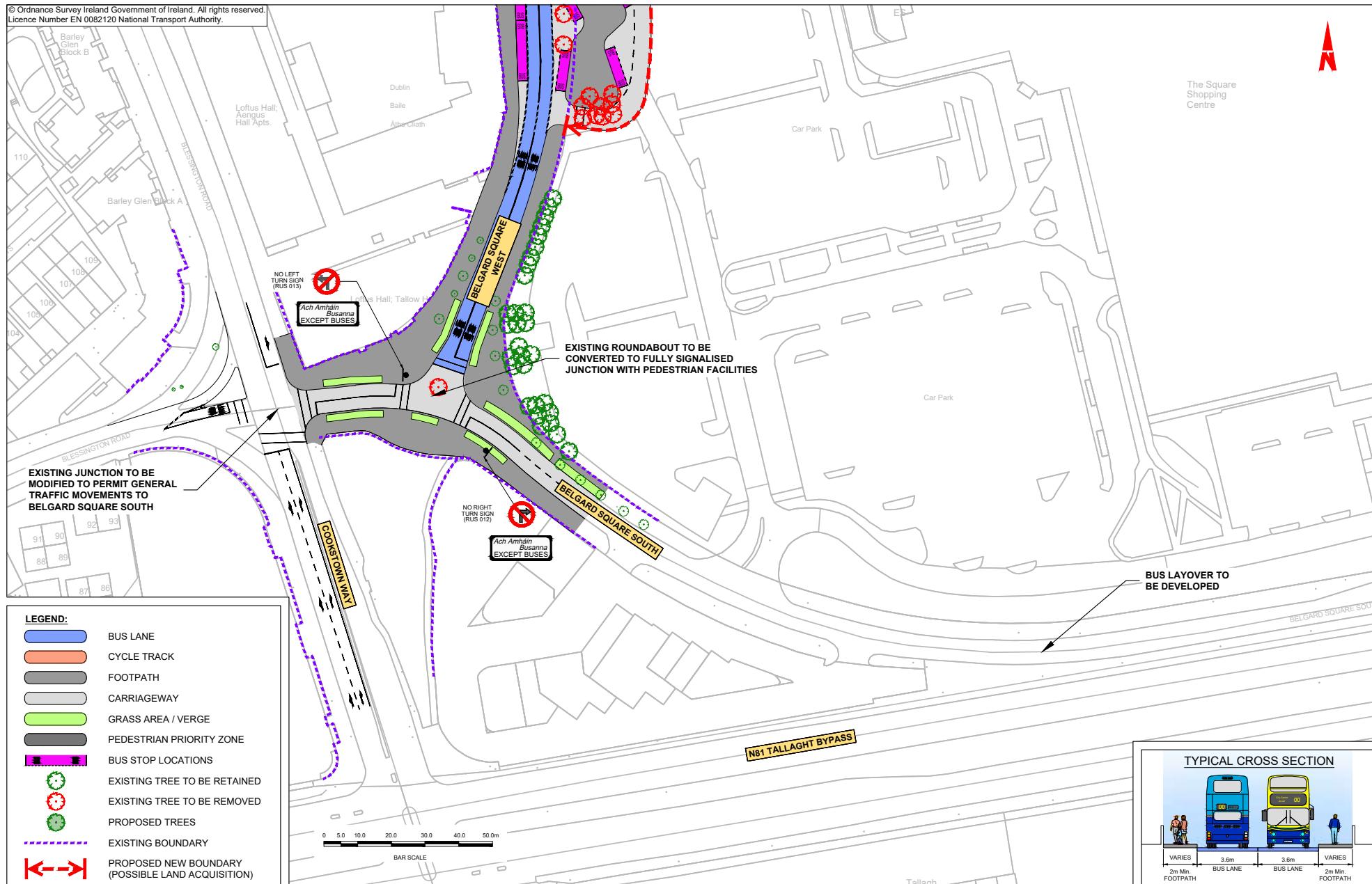
1. Clongriffin to City Centre
2. Swords to City Centre
3. Ballymun to City Centre
4. Finglas to Phibsborough
5. Blanchardstown to City Centre
6. Lucan to City Centre
7. Liffey Valley to City Centre
8. Clondalkin to Drimnagh
9. Greenhills to City Centre
10. Tallaght to Terenure
11. Kimmage to City Centre
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



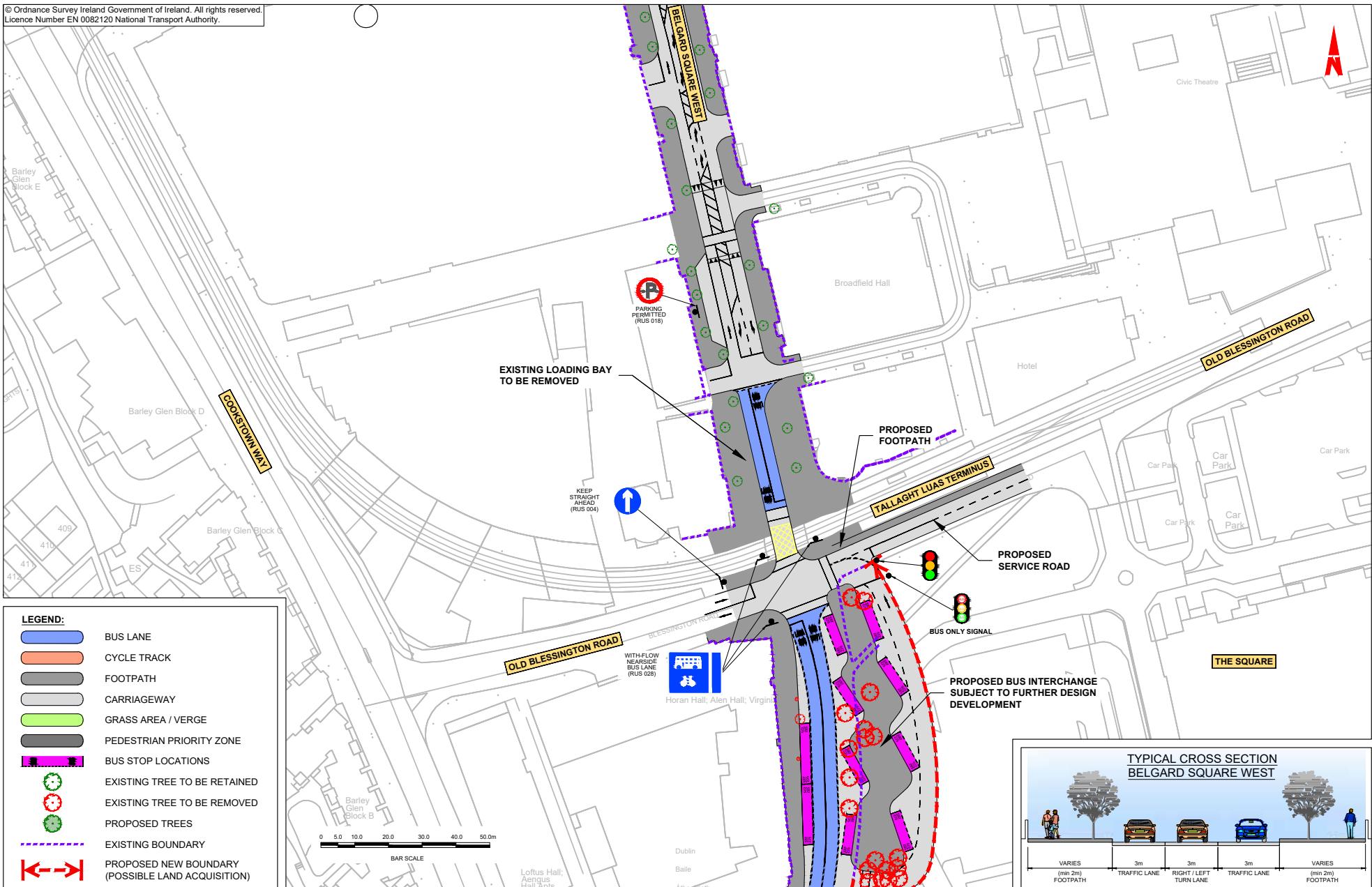


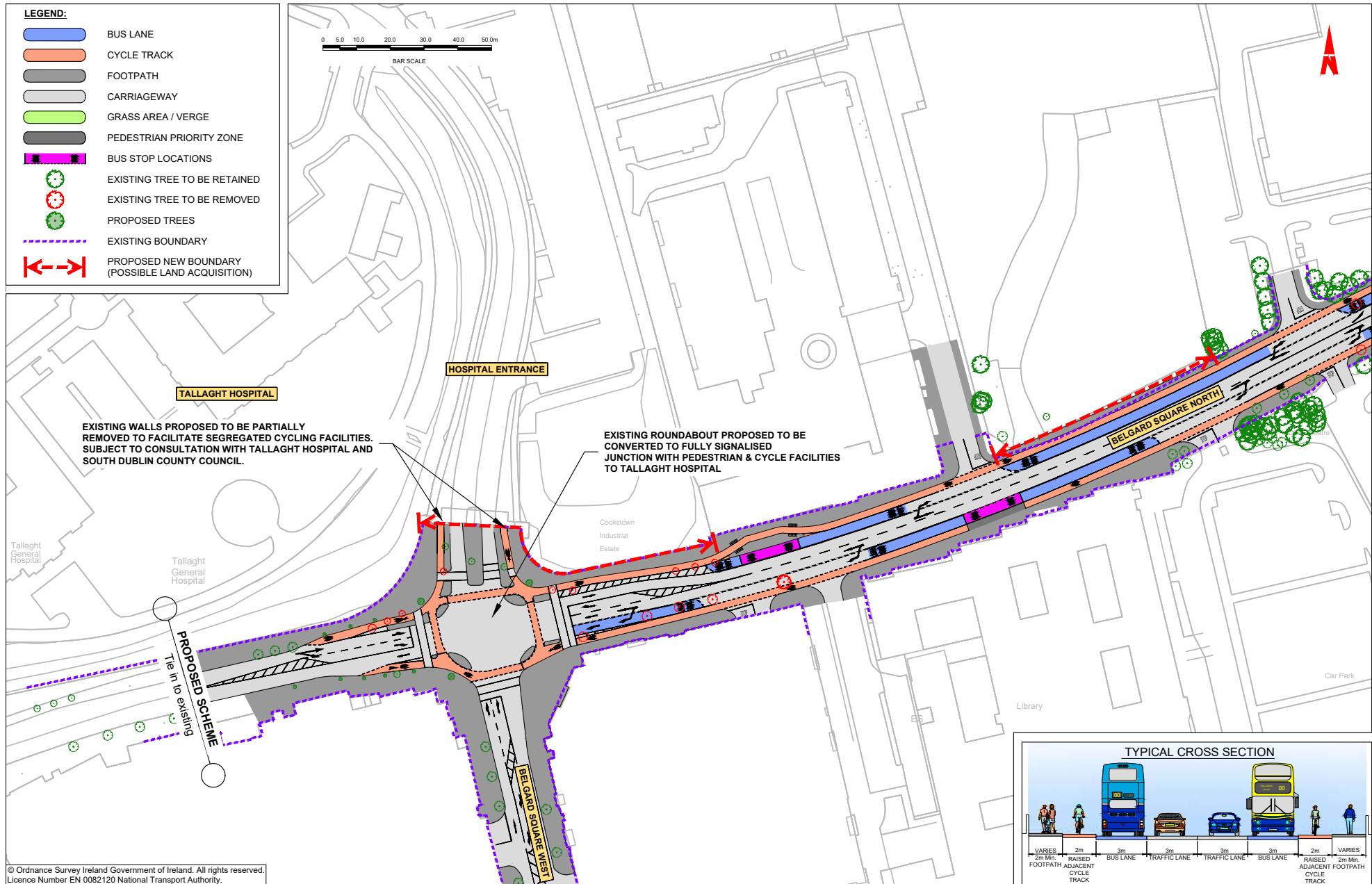
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.

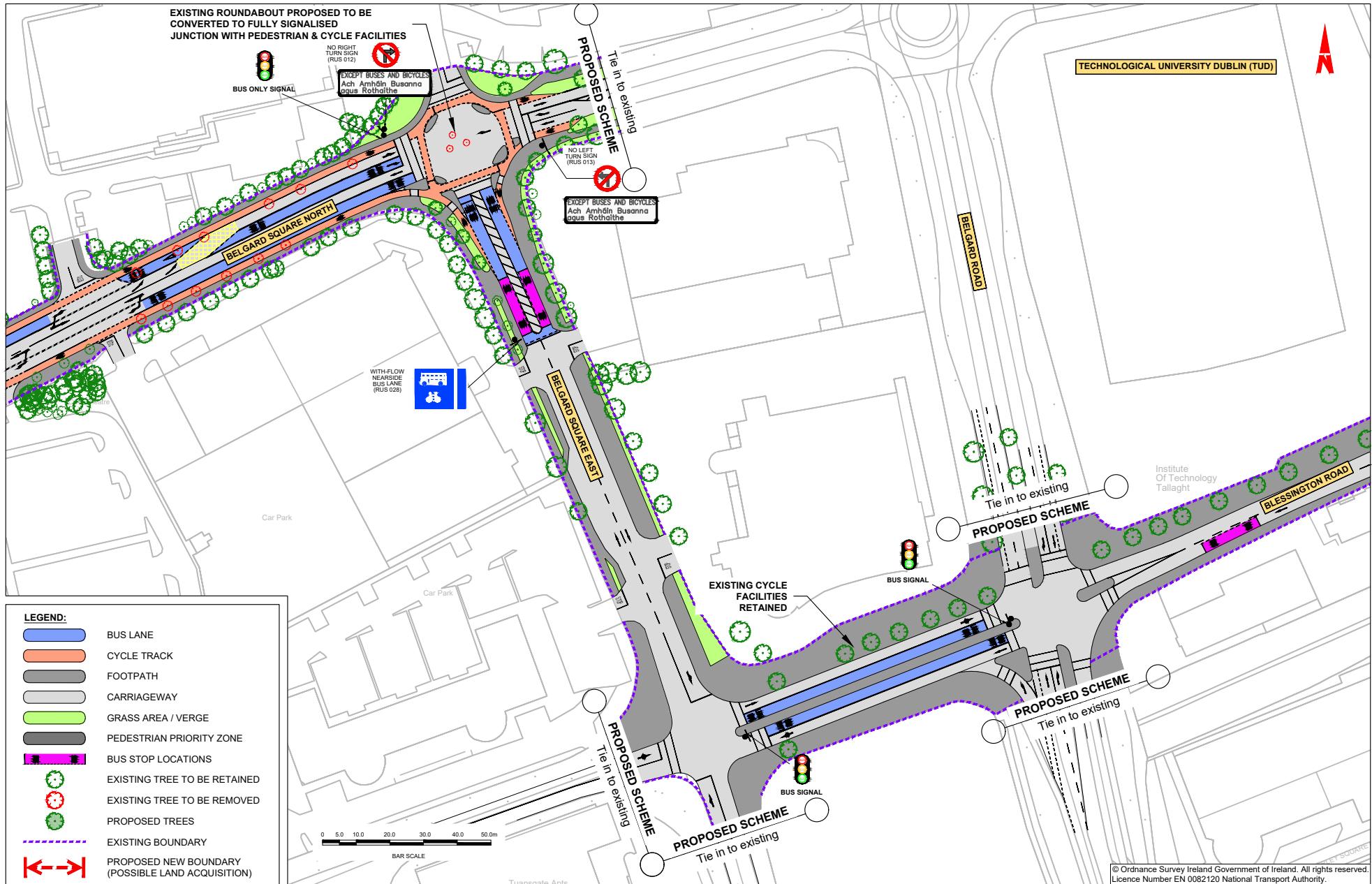




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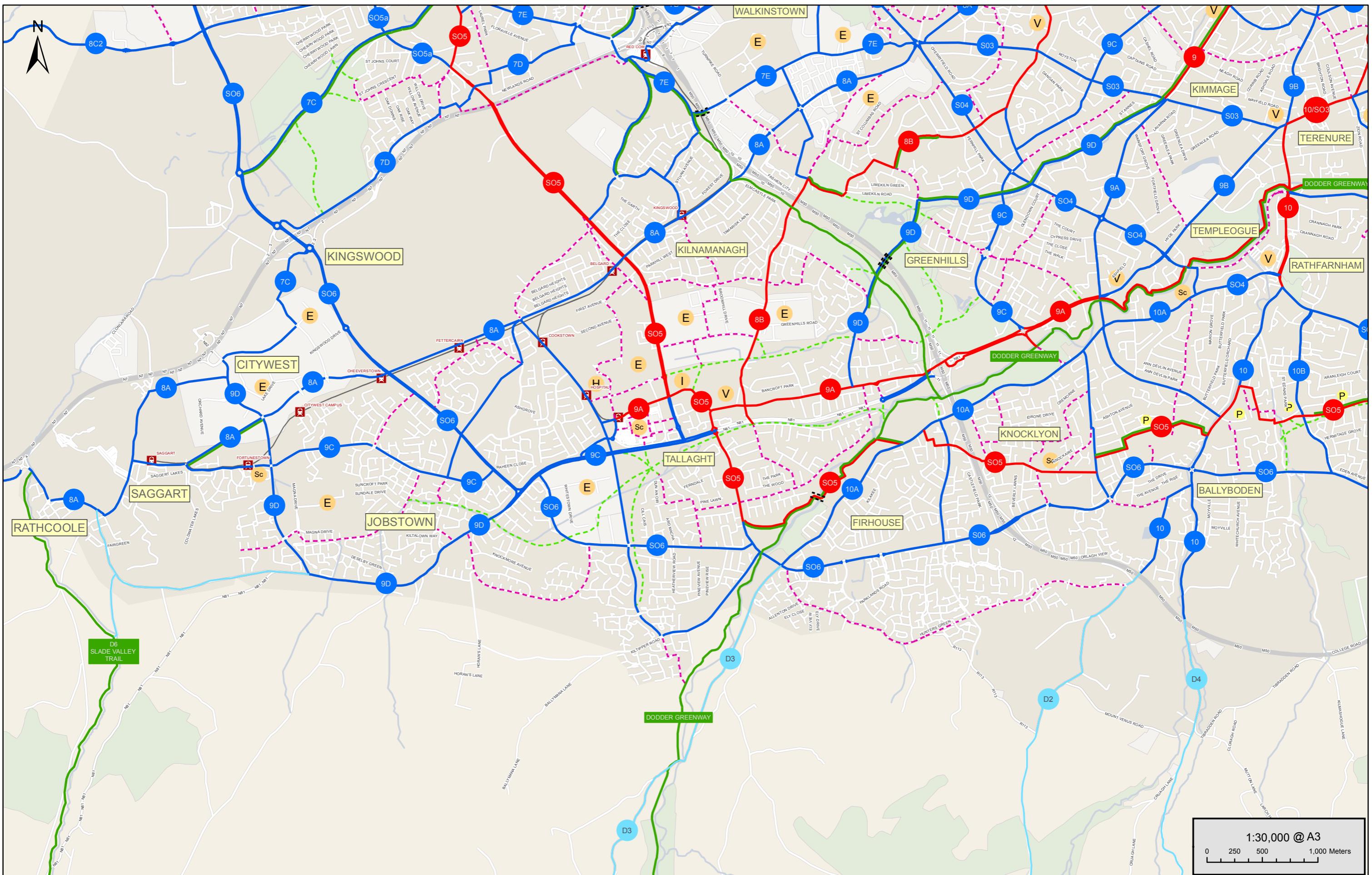








APPENDIX E. GREATER DUBLIN AREA CYCLE NETWORK -PROPOSED FACILITIES



Project:
CYCLE NETWORK PLAN FOR
THE GREATER DUBLIN AREA

Title:
PROPOSED CYCLE NETWORK
DUBLIN SOUTH WEST
SHEET N6

Legend:

- Primary
- Secondary
- Greenway
- Minor Greenway
- Primary/Secondary
- Inter-Urban
- Feeder
- Permeability Link
- Gateway
- Employment Zones
- New Cycle Bridge

- Institute of Technology
- Greenline Tram Stops
- Shopping Centre
- Redline Tram Stops
- Town Centre
- University
- Village Centre
- Hospitals

Údarás
Náisiúnta Iompair
National Transport Authority

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