

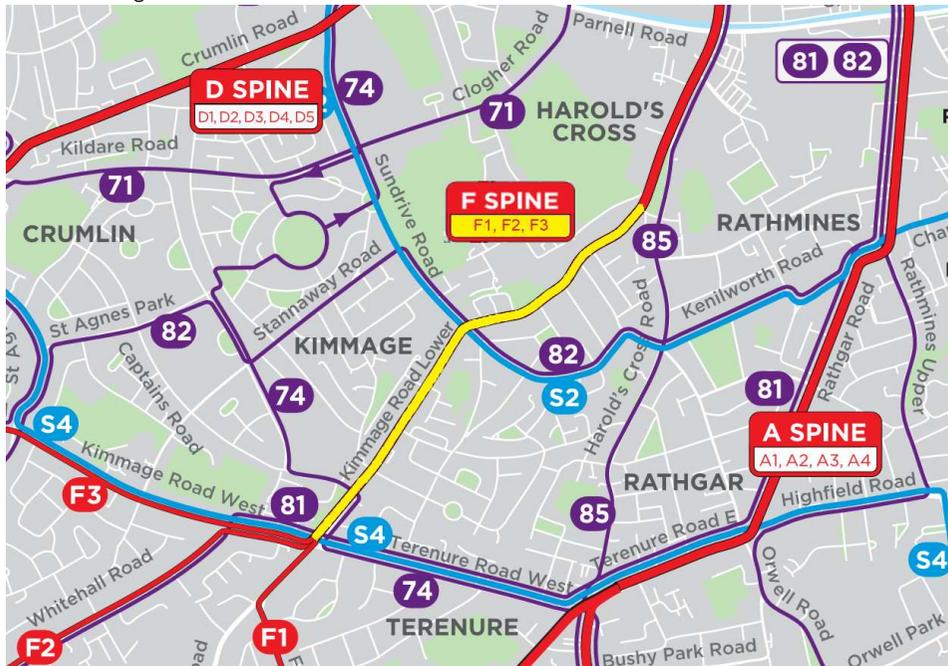


New Dublin Area Bus Network (Final)

This is the FINAL outcome, after three rounds of public consultation, of the Bus Connects Network (BUS ROUTES) redesign for the Dublin area. The NTA have said that the implementation of the New Network will happen “on a phased basis over a number of years from 2021” but have released no further detail. The commitment to Bus Connects was renewed in the 2021 budget. There is also a “Corridors” project for bus lanes, gates etc. See page 6 for more information this.

What it means for Kimmage Road Lower and adjacent communities

Three “Spine” routes to be named **F1, F2 & F3**, two “Orbital” routes to be named **S2 & S4** and five “Radial” routes to be numbered 81, 82, 85, 71 & 74 will provide the bus service in our area. To the west the **D** spine will run along Crumlin Rd. To the east the **A** spine will run through Templeogue, Terenure, Rathgar & Rathmines.



Changes from 2019 Public Consultation

The NTA held a public consultation in Autumn 2019. There have been some modifications to the proposals presented at that time. The ones that impact our area are

- The addition of a route (81) that largely replicates the existing 15A
- The radial route numbers proposed in 2019 have changed.
 - 15 becomes 82, 16 becomes 85, 24 is now 74 and 20 is 71
- Route 74 (prev 24) to run on Cashel Rd instead of Captains Rd
- Route 82 (prev 15) starts in Tallaght not Limekiln & ends in Ringsend instead of Mountjoy Sq.



The F Spine

The F spine on Kimmage Road Lower will have an 6 am – 11pm frequency of 5 minutes in each direction and a 10 min frequency before 6am and after 11pm. **The 5-minute frequency corresponds to 12 buses per hour in each direction.** Each of the three F branches south of the KCR contribute equally to this number with 4 buses each per hour. It is assumed that the F1, F2 & F3 timetables will be co-ordinated to achieve the 5-minute frequency. However, it is likely that real world conditions will lead to some bunching with a consequent lower frequency. During morning and afternoon/evening peaks (7am – 9am & 3pm -6pm) the 3 branches will each have an additional 2 buses per hour with the result that a 5-minute frequency is more likely to be achieved on Kimmage Road Lower at the “cost” of 18 buses per hour in each direction on the road during those periods. In short, **the frequency of the on-road bus service to the city will be double what it is currently.**

Charlestown	F	KCR
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All three routes run from Kimmage to the city via Clanbrassil St, Kevin St Upr, Cuffe St, St Stephen’s Green, Dawson St (Kildare St southbound), Nassau St, College Green, Westmoreland St & O’Connell St. From O’Connell St they continue onto Dorset St before turning left at the canal bridge on to Whitworth Rd & then past Glasnevin cemetery on to Finglas where the three routes split & re-join to terminate north of Finglas at Charlestown (the current 9 terminus).

The three routes split south of the KCR.

KCR	F1	Tallaght (Square)
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In our area this initially follows the path of the current 54A insofar as southbound it travels on Fortfield Rd, Fortfield Pk & Templeville Rd. However, thereafter it takes significantly different path to the 54A that ultimately goes south of the N81 as opposed to the current 54A routing that goes mostly north of the N81 via Wellington Ln, Balrothery & Tallaght Village. The route length means that, though direct, the F1 is not an attractive route to Tallaght.

At the Cypress Grove Rd / Templeville Rd / Wainsfort Rd roundabout the F1 runs left onto Cypress Grove Rd towards Templeogue Bridge. At the bridge it continues straight across the Dodder to travel Tallaght on a path that runs south of the N81 on the R114, Firhouse Rd, Ballycullen Rd & Ballycullen Dr before re-joining Firhouse Rd to continue on Old Bawn Rd, Firhouse Rd West & finally Whitestown Way (by Tallaght Stadium) to terminate at the Square.

KCR	F2	Templeogue (Spawell)
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The F2 runs to a terminus at the Spawell via Kimmage Rd West, Whitehall Rd, Wellington Rd & Wellington Ln. This is a change to the previously published plan which had the F2 taking a slightly more circuitous route from Whitehall Rd to Wellington Ln via Templeville Rd, Glendown Av & Orwell Rd instead of going directly via Wellington Rd.

There will be an interchange at the Spawell with route A3 that would allow onward travel to Tallaght via the routing of the current 54A (i.e. north of the N81) – likely to be more attractive than the F1.

KCR	F3	Greenhills (Limekiln)
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The F3 routing south of the KCR is the same as the current 9. I.e. Kimmage Rd West, Cromwellsfort Rd, Walkinstown Roundabout, St. Peter’s Rd, St James’s Rd to the terminus at Limekiln Ave.



The Orbital Routes

Heuston	S2	Poolbeg
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In our area the S2 will run on Sundrive Rd / Larkfield Pk, Clareville Rd & Kenilworth Pk. It will have a 15 minute frequency in each direction from 6am to 11pm & a 30-minute frequency outside those hours.

Eastbound, the S2 follows the route of the current 18 going through Rathmines & Ranelagh before running on Appian Way, Waterloo Rd, Pembroke Rd, through Ballsbridge and on to Sandymount. Its terminus is at Sean Moore Rd in Poolbeg, a little further on than that of the current 18 in Sandymount.

Westbound the S2 does not replicate the existing 18. Instead it will go from Sundrive Rd to Rialto, through James's Hospital and on to Heuston. This provides our community with useful connectivity to the Luas red line, hospital (including, in time the children's hospital!) and Heuston station. An interchange at Heuston to the proposed inner orbital "O" route would provide what could be useful access to the Phoenix Park and western North Circular Rd.

Liffey Valley	S4	UCD
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The S4 will run on Kimmage Road West & Terenure Road West. It will have a 10-minute frequency in each direction from 6am to 11pm & a 20-minute frequency outside those hours.

Eastbound, the S4 runs to UCD as does the current 17. However, it will not follow the route of the current 17 which runs via Rathfarnham, Nutgrove, Dundrum, Bird Av & Clonskeagh Rd to Roebuck Rd (UCD) and on to Blackrock. Instead it will take a more direct route to UCD via Terenure Road East, Highfield Rd, Dartry, Milltown Rd, Dundrum Rd & Bird Av.

Westbound the S4 goes to Liffey Valley. From Kimmage Road West it turns into St. Agnes Rd at the Ashleaf from where it follows exactly the current 18 route through Crumlin & Ballyfermot. It diverges from the existing 18 route at the west end of Ballyfermot to run over the M50 and on into Liffey Valley instead of taking Kennelsfort Rd Upr to Palmerstown village.



The "Radial" Routes

Greenhills (Limekiln)	81	Ringsend
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The 81 has been added since the public consultation in 2019. It replicates the current 15A. It will run from the current 9 terminus at Limekiln Ave via Terenure, Rathmines & the City Centre to a terminus at Ringsend. It will have a peak hour frequency of 15 minutes with a 20-minute frequency at other times.

Westbound, from the KCR it will travel via Kimmage Rd West, Whitehall Rd, Wellington Rd and Limekiln Rd & Ave. Eastbound it runs along Terenure Rd West, through Terenure & Rathgar to Rathmines. From Rathmines it runs to the city centre via Richmond St South, Charlotte Way, Hatch St Upr (Adelaide Rd and Harcourt Rd outbound), Earlsfort Terrace, Stephen's Green East, Merrion Row, Merrion St Upr, Lincoln Pl, Westland Row & Pearse St to Townsend St. From Townsend St it doubles back to go via Sandwith St Lr, Pearse St & Ringsend Rd to terminate at the Ringsend depot.

Killinarden	82	Ringsend
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The public consultation in November 2019 showed a route which replicated the current 83 in our area, in so far as it provided connectivity to Rathmines. That route, which was numbered 15 (not to be confused with the current 15 routes), had its southern terminus at Limekiln Ave and its northern one at Mountjoy Sq. The tentative 15 has now been replaced in our area by the proposed 82. However, outside our area the 82 takes quite different paths to what was proposed for the 15. Its southern terminus is at Killinarden. East/north it runs from Stannaway/Sundrive via Clareville & Kenilworth to Rathmines. Once it reaches Rathmines it effectively merges with the 81 to terminate at Ringsend.

It is shown as running every 20 minutes from 6am to 7pm and every 30 minutes thereafter.

Westbound, from the Kimmage Road Lower / Sundrive Rd junction it will travel along Sundrive Rd as far as Stannaway Rd which it will take as far as Cashel Rd. The routing from Cashel Rd will take it via Armagh Rd, St Agnes Pk & Rd, the Ashleaf, Whitehall Rd West on onto Wellington Rd. From the junction of Wellington Rd & Limekiln Rd it continues south on Wellington Rd, turning onto the N81 towards Tallaght at the Spawell. It leaves the N81 at Old Bawn Rd to travel through Tallaght Village, past the TUD campus and then north of the Square SC before re-joining the N81 via Cookstown Way. After approx. 700 M it leaves the N81 again to run on Killinarden Rd & Killinarden Heights to terminate near Knockmore Av.



Dundrum	74	Townsend St
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In the Kimmage area the 74 will run along Terenure Rd West, KCR, Kimmage Rd Lower, Ravensdale Pk, Cashel Rd, Armagh Rd and Clonmacnoise Rd to join Sundrive Rd at Eammon Ceannt Park. The NTA is proposing a 30 minute all-day frequency.

Eastbound from Eammon Ceannt Park the 24 runs to the end of Sundrive Rd then turns on to Crumlin Rd to take it & Cork St to reach St. Patrick's Cathedral. From there it turns on to Patrick St to cross the river at Christchurch / Winetavern St. It proceeds along the north quays to cross Rosie Hackett Bridge to its Poolbeg St terminus. On the return journey it reaches Christchurch via the south quays.

Westbound from the KCR the 24 takes a meandering route towards its terminus at Dundrum Luas. It turns south in Terenure and goes through Rathfarnham to take the Ballyboden Rd fork at the Yellow House. It travels to the end of the Ballyboden Rd where it turns onto Taylors Ln taking it, Grange Rd & Brehon Field Rd to reach the roundabout near Jn 13 (Dundrum) of the M50. From the roundabout it turns north to pass the shopping centre before turning on to Sandyford Rd and finally Dundrum Main St. From the KCR this is a total 10Km journey which is likely to take 30 to 40 minutes. I.e. it's not an attractive route to Dundrum though the intermediate stops may be useful to some.

Tallaght	85	Parnell Sq
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The 85 will provide another route to the City Centre from Harold's Cross Rd. The NTA is proposing a 10-minute peak frequency with 15 minutes at most other times. Note, unlike the current 16, the 85 will not provide a service to the Airport.

Northbound from Harold's Cross Rd it travels via Clanbrassil St, Dame St, College Green, Westmoreland St & O'Connell to reach its terminus at Parnell Sq.

Southbound from Harold's Cross Rd it goes through Terenure, crosses the Dodder and turns on to Butterfield Av. From there it goes via Marian Rd, Ballyroan Rd, Ballyboden Rd & Way, Scholarstown Rd, Stocking Ln & Av, Hunters Rd, Oldcourt Rd, Killininy Rd, Kiltipper Rd & Way & finally Whitestown Rd to its Tallaght Square terminus. From the Kenilworth Jn, this is a total journey of over 14Km

Tallaght	71	East Wall
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The 71 will provide a service from Clogher Rd to North Wall inbound and Ballymount & Kingswood outbound. The NTA is proposing a 30-minute all-day frequency.

Westbound from Clogher Rd it takes Kildare Rd to Star Bingo where it turns onto St. Mary's Rd and then Crumlin Village. From the village it goes to the Ashleaf, then the Walkinstown Roundabout where it takes the Ballymount Rd Lr exit. It travels the length of the Ballymount Rd Lr to turn on to Ballymount Rd Upr & then across the M50 to Kingswood. From Kingswood it travels to its terminus in the Square via the Cookstown road and the N81.

Northbound from Clogher Rd it crosses the canal to Donore Av and then travels on to Cork St via Rutledge Terrace, O'Donovan Rd & St. Thomas Rd. From Cork St (actually St. Luke's Av at his point) it travels to Kevin St and then on to Aungier St, South Gt George's St and Dame St. It's terminus is in the East Wall after the Point Depot to which it travels from Dame St via College Green, Fleet St, Townsend St, Butt Br & the North Wall quay.

The NTA have published the final Dublin area bus network re-design on their website at <https://busconnects.ie/initiatives/new-dublin-area-bus-network/>. Most of the information relevant to Kimmage Road Lower is presented under the "Crumlin Area" heading. There is also some relevant information under the "Rathmines Area" heading.

The NTA maps contain a lot of information not directly relevant to Kimmage Road Lower. LOKRA has produced an online map of the routes that service our immediate are. It is available at <http://bit.ly/lokra17>. It is best viewed on a full-size screen. When opened it is focused on Kimmage Road Lower. You can use the + / - on the top right to zoom in & out. The panel on the left can be closed by clicking the grey arrow on its bottom right.

For more information or to volunteer for LOKRA please text 087 232 2515 or email info@lokra.ie

Routes vs Corridors

The Core Bus Corridors project is separate to the Network Redesign discussed in this document. The Corridors project is all about the physical changes that will be made to roads and streets to allow busses to flow more freely. It also covers the provision of dedicated cycle tracks. In total it aims to deliver 230kms of dedicated bus lanes and 200kms of cycle tracks along sixteen of the busiest corridors in Dublin. One of these corridors (number 11) encompasses Kimmage Road Lower.

The NTA released revisions to the Corridors project in March this year. The revised proposals took into account feedback received during the first round of consultation on the project in mid-2019. They place less emphasis on road widening and more on mitigations such as Bus Gates, Signal Controlled Priority, off-track cycle routes and alterations to road layouts such as the introduction of one-way systems and off-street carparks. The result, according to the NTA is a 42% reduction in the number of properties city-wide that may be impacted by compulsory purchase. On Kimmage Road Lower most of the proposals to acquire front gardens and the like have been dropped. However, there are new proposals for some land take part of Harold's Cross Road between the park and canal to facilitate a proposed segregated cycle lane. This aspect of the cycling proposal is different from the previously proposed path through the Hospice and Greenmount.

The NTAs plans to conduct a public consultation on the revised proposals were derailed by Covid 19. Our understanding is that they now plan to hold an online consultation process over the next few months. LOKRA is continuing to engage with the NTA and will keep residents informed of developments, including the dates of the public consultation.