

**To the Chairperson and Members of the  
South East Area Committee**

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**Clarification on Tag Matters regarding Bus Stop infrastructure for BusConnects  
Network Redesign Routes.**

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Introduction

At the South East Area Committee meeting held on 11<sup>th</sup> July a number of queries were raised in reference to items on the TAG report what were labelled BusConnects measures. This reports seeks to answer the queries raised.

Naming of the TAG items.

The TAG items that were labelled in the TAG report as “BusConnects Measures” are for providing bus stop infrastructure. Each of these items would generally consists of installing a bus stop pole and bus stop markings on the road. Bus stop infrastructure has previously being provided via the TAG process. It is signing & lining work similar other minor works with each location being assessed to ensure that existing services and loading/unloading can continue. It was noted that given the general broad scope that the term “BusConnects” covers and thus it is not very informative on the type of measures, then this has been changed to “Bus Stop Infrastructure” for clarity and for reporting purposes.

Provision of Bus Stop Infrastructure.

Bus stop infrastructure has previously being provided via the TAG process. In the past requests for bus stops would have come from a bus operator but as the NTA is responsible for the operational regulation of public transport service, such requests are now mainly from the NTA.

Each location is assessed by a specific criteria to ensure that in technical terms it is safe to provide a bus stopping service and that existing services can continue within the area. A car parking space is approximately 5 meters and in locations where car parking is being replaced by a bus stop area, the number of car parking spaces being replaced can be determined by this number. In the last TAG report, there was approximately 14 car parking spaces being removed to allow for a new bus service.

Public Consultation.

As part of the BusConnects Network Redesign, following three rounds of public consultation which began in 2017, the NTA published the new Dublin Area bus network in September 2020. As these new bus services of spines and orbital routes are rolled out, it is required to provide improvements to the existing bus stop infrastructure. These improvements are of the order of extending existing bus stops, adding new bus stops, rationalising the number and spacing of bus stops on these routes to best facilitate the public availing of these services. The NTA determines the location for the bus stops and Dublin City council works with the NTA to provide the necessary supports for these public transports services. In locations where car parking was replaced, the NTA will engage and provide information to local business impacted by these changes, similar to other locations around the city such as Finglas village and Eden quay.

The new public transport services for the South East Area can be referenced at; <https://busconnects.ie/initiatives/new-dublin-area-bus-network/> ,in the following maps, the City Centre map, the Ballsbridge area map, the Rathmines area map, upper part of the Rathfarnham area map and parts of the Inchicore area map.

#### DCC BusConnects Liaison Office

In 2013 a bus priority team was set up, consisting of 2-3 staff members, funded by the NTA to provide bus priority through the city via traffic signal operation and light civil works interventions.

In 2019 this team was expanded as the Bus Connects Liaison Office to act as the primary conduit for information exchange with DCC in relation to the BusConnects Programme with regards to information on DCC technical standards and operations. Also the team regularly meets with bus operators Dublin Bus and Go-Ahead to address pinch points on routes and more recently assisting in the providing the bus stop infrastructure and traffic signal changes, via the TAG process, for the updates to bus routes and support for new bus routes.

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