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Re: Motion from the Lucan/Palmerstown/Fonthill Area Committee

Dear Ms. Brennan,

We refer to your correspondence of 17 December on behalf of the Lucan/Palmerstown/Fonthill Area Committee in relation to Item 73238 regarding the BusConnects Network Redesign project, and specifically a request to alter Route C2.

It is our intention to serve the Shackleton area as soon as possible. Route C2 was designed to run from Finnstown Abbey via the L1030, Shackleton Drive and the Celbridge Link Road into Adamstown Station. As the southern end of the Celbridge Link Road is not due to open for some while, serving Shackleton would mean building a temporary turning place near its western end. On our understanding of current plans for build-out, it might be in use for around two years. No land has been allocated for this in the development masterplan, so we are in contact with the developers' transport consultants to see what may be possible by agreement. If land is made available, the NTA is ready to fund its reasonable share of the costs of constructing such a facility.

An alternative plan is also being prepared, in case the temporary turning place cannot be delivered, or can only be delivered after a considerable delay. We are aware that the Adamstown Central Boulevard is planned to open during spring 2022. When that happens we could divert route C2 at Finnstown to run via the L1030 and then via the Boulevard to Adamstown Station. While that does not bring buses down Shackleton Drive itself, the service would be much closer to residents than it is now and no new turning place is needed. Under this plan, however, we would be bringing the C2 to stops on the Boulevard which it would not serve in the longer-term, when Shackleton Drive becomes available. We normally seek to avoid that, but consider that it may be justified on this occasion.

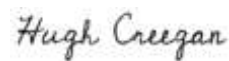
In addition to terminals we are also working to identify bus stop locations along the L1030 and on Shackleton Drive. In a number of cases this would mean conversion of verges to footpaths and there may also be some impact on parking. Obtaining a stop on the eastbound side of the L1030 near its junction with the Central Boulevard is a priority for us, as it would be useful for residents not only in Shackleton but also in the southern part of Dodsborough.

We are in regular contact with the county council's officers on all these matters and we welcome the support that has been forthcoming.

We would welcome any comments or questions you may have at this stage. A decision on whether to proceed with the alternative plan or to wait until the temporary terminus is built is expected early in the New Year and we can communicate that position at that point.

Finally, please accept our assurances that we are continuing to monitor all aspects of our "C-Spine" changes and the impacts of the new 90-minute fare.

Yours sincerely,



Hugh Creegan,
Deputy Chief Executive.