

Appendix H

Liffey Valley to City
Centre Core Bus
Corridor – Preferred
Route Public
Consultation March
2020
– **Brochure**

Appendix H. Liffey Valley to City Centre Core Bus Corridor – Preferred Route Public Consultation March 2020

The Liffey Valley to City Centre CBC –Preferred Route Public Consultation March 2020 is available from the NTA BusConnects Website, and can be accessed by clicking on the links below:

Link - <https://busconnects.ie/wp-content/uploads/2022/03/07-liffey-valley-to-city-centre-preferred-route-180220-fa-web.pdf>

Liffey Valley to City Centre

Core Bus Corridor
Preferred Route

Public Consultation
March 2020

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1. Introduction

1.1 What has happened so far?

Between November 2018 and May 2019 the National Transport Authority (NTA) carried out the first round of public consultation on initial proposals for the Emerging Preferred Routes of sixteen Core Bus Corridors across the Greater Dublin Area (GDA). During this consultation phase thirteen thousand submissions were received in total. A Consultation Submissions Report for each corridor is available to view and download on our website www.busconnects.ie.

All of the submissions were reviewed and considered as part of the design preparation for the Preferred Route for each corridor. We have amended our initial proposals to address some of the issues raised in submissions, including incorporating suggestions and recommendations from local residents, community groups and stakeholders. We are now publishing the Preferred Routes for sixteen Core Bus Corridors and commencing a second round of public consultation.

This document is one of a series of sixteen, each dedicated to a single Core Bus Corridor. The document provides a written description of the Preferred Route from start to finish with supporting maps and includes information on revisions made, if any, from the initial emerging preferred route.

The original brochures detailing each Emerging Preferred Route, published last year, are available to view and download on our website www.busconnects.ie. These brochures contain information on the process for impacted property owners, the project timelines and steps required for statutory planning application.

1.2 What is BusConnects?

BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Dublin and other cities. It is included within the following Government policy strategies:

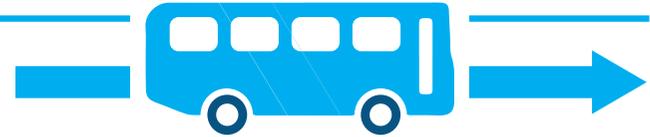
- ▶ The National Development Plan 2018 - 2027;
- ▶ Transport Strategy for the Greater Dublin Area 2016 - 2035; and
- ▶ The Climate Action Plan 2019.



Dublin is growing and needs a bus network that works for a developing city. The aim of BusConnects is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects is designed to provide a better, more reliable and more efficient bus service for everyone.

BusConnects: The facts at a glance

230km of bus priority making journeys faster and more reliable



200km of cycle lanes/tracks



Transitioning to a new
low emissions bus fleet



State of the art
ticketing system

Cashless payment system



Simpler fare structure

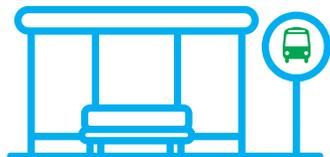


New Park & Ride sites
in key locations

New bus livery

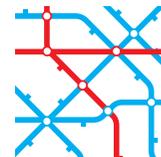


providing a common style
across all operators



New bus stops and shelters

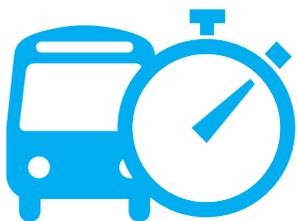
with better signage and information



Dublin area bus network redesign

creating a more efficient network with high frequency spines, new orbital routes and increased bus services

1.3 What are the benefits of this project?



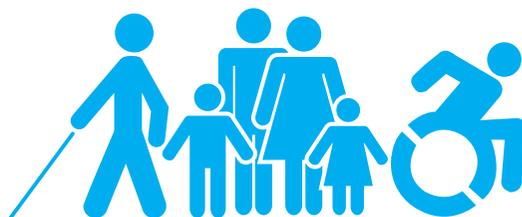
Journey Time Savings -

This project will deliver journey time savings of up to 40-50% on corridors. Dedicated bus and cycle lanes can significantly increase bus travel speeds and reliability.



Building a sustainable city and addressing climate change -

Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution.



Accessibility for all -

More bus shelters, with seating where possible, new footpaths and better information at bus stops, will make using the fully accessible bus fleet easier for all, including the elderly and mobility impaired.



Better cycling facilities -

This project will see the provision of much needed cycling facilities around the city region with over 200kms of high quality cycle routes provided.



Pedestrians and Urban Realms -

Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban realms with additional landscaping and outdoor amenities will be provided.

1.4 Understanding the terminology

1. Core Bus Corridor (CBC):

Part of the overall BusConnects Programme is to create 16 radial Core Bus Corridors (CBC). A CBC is an existing road with bus priority so that buses can operate efficiently, reliably and punctually. This generally means full length dedicated bus lanes on both sides of the road from start to finish of each corridor or other measures to ensure that buses are not delayed in general traffic congestion. The bus lanes will be alongside general traffic and segregated cycle lanes/tracks where feasible.

2. Segregated Cycle Tracks:

A segregated cycle track is a separate section of the road dedicated for cycling only. This space will generally be isolated from other vehicular traffic by a physical kerb. Where it is not physically possible to have segregated cycle tracks there will be the option of quiet roads and shared cycling on reduced speed roads for cyclists.

3. Emerging Preferred Route (EPR):

The NTA published outline plans for each of the 16 CBCs in a non-statutory public consultation process in 2018/2019. The options were called Emerging Preferred Routes (EPR), in some cases with multiple sub-options, to inform the public of the likely layout of the roadway with the necessary CBC infrastructure in place. They included possible impacts on front gardens, and likely changes to how traffic will operate to facilitate bus priority.

4. Preferred Route Option (PRO):

Following consideration of the public submissions about the 16 EPR's, the Core Bus Corridor proposals have been reviewed and amended. They are now being presented as the Preferred Route Option (PRO) and are subject to a second round of non-statutory public consultation.

They are not final proposals as they are subject to further consideration from the second round of public consultation and also subsequent examination in the context of Environmental Impact Assessment.

5. Bus Gate



A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. General traffic will be directed by signage to divert away to other roads before they arrive at the Bus Gate.

6. Signal Controlled Priority:

Signal Control Priority uses traffic signals to enable buses to get priority ahead of other traffic on single lane road sections, but it is only effective for short distances. This typically arises where the bus lane cannot continue due to obstructions on the roadway. An example might be where a road has pinch-points where it narrows due to existing buildings or structures that cannot be demolished to widen the road to make space for a bus lane. It works through the use of traffic signal controls (typically at junctions) where the bus lane and general traffic lane must merge ahead and share the road space for a short distance until the bus lane recommences downstream. The general traffic will be stopped at the signal to allow the bus pass through the narrow section first and

when the bus has passed the general traffic will then be allowed through the lights.

7. Toucan Crossing:

A Toucan Crossing is a roadway crossing designed to enable both pedestrians and cyclists to cross the road with purposefully designed signal controls.

8. Quiet Street Treatment:

Where CBC roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street.

They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

9. Urban Realm:

Urban Realm refers to the everyday street spaces that are used by people to cross, shop, socialise, play, and use for activities such as walking, exercise or commute to/from work. The Urban Realm encompasses all streets, squares, junctions, and other rights-of-way, whether in residential, commercial or civic use. When well-designed and laid out with care in a community setting, it enhances the every-day lives of residents and those passing through. It typically relates to all open-air parts of the built environment where the public has free access. It would include seating, trees, planting and other aspects to enhance the experience for all.

Signal Controlled Priority (SCP)



1. Traffic proceeds as normal.

2. As the bus approaches, the light signal changes to halt general traffic.

3. The bus has priority to proceed.

4. When the bus has cleared the junction, general traffic proceeds.

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



2. Preferred Route Description

2.1 Overview

The Liffey Valley Core Bus Corridor (CBC) commences at a new terminus adjacent to the Liffey Valley Shopping Centre and is routed along the distributor roads to the west and south of the Shopping Centre to the junction with the Coldcut Road. It is then routed along Coldcut Road and Ballyfermot Road to the junction with Sarsfield Road. From here, the CBC is routed via Sarsfield Road, the R839 along Grattan Crescent, along Emmett Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street, Cornmarket and along High Street to the junction with Nicholas Street and Winetavern Street where it will join the existing traffic management regime in the City Centre. Priority for buses is provided along the entire route, consisting primarily of dedicated bus lanes in both directions with alternative measures proposed at particularly constrained locations.

The following paragraphs will describe each section of the CBC in more detail, identifying the key design revisions which have been incorporated into the design since the publication of the Emerging Preferred Route (EPR) in January 2019.

2.2 Liffey Valley Shopping Centre to Coldcut Road – Liffey Valley Road Network

It is proposed to commence this CBC at a new bus interchange facility on the northern boundary of the Liffey Valley Shopping Centre. The EPR has been updated in this area to align with the proposals planned by the Liffey Valley Shopping Centre. Between the interchange facility and the junction with Coldcut Road, it is proposed to provide a continuous bus lane in each direction. A segregated cycle track is also being accommodated in each direction. These proposals can be provided by widening into the central median, modifying the existing junctions and utilising the existing green space adjacent to the road.

2.3 Coldcut Road to Le Fanu Road – Coldcut Road, Ballyfermot Road

It is proposed to modify the Coldcut Road/ Liffey Valley Entrance Road to accommodate the following lanes:

- Bus lanes and segregated cycle tracks in each direction on Coldcut Road (westbound and eastbound); and
- Three general traffic lanes (westbound, eastbound and right turn lane for accessing Liffey Valley).

As Coldcut Road crosses over the M50, the carriageway width is restricted. To overcome this restriction and maintain bus priority over this section, it is proposed to provide Signal Controlled Priority on both sides of the bridge crossing as proposed in the EPR. To accommodate these changes, it is proposed to utilise limited land take along the green space to the east of the existing structure.

Between this bridge crossing and the junction with Ballyfermot Road, it is intended to maintain one bus lane and general traffic lane in each direction. To accommodate these changes, it is intended to utilise limited land take along the green space adjacent to Palmers Walk, Palmers Court and Palmers Drive area.

On Ballyfermot Road, it is proposed to maintain one bus lane, one general traffic lane and a cycle track in each direction. To accommodate this improved infrastructure, it will be necessary to acquire limited land take at the following locations:

- Cherry Orchard Industrial Estate;
- Cherry Orchard Hospital;
- Cherry Orchard Filling Station entrance; and
- At junction with Le Fanu Road.

The indicative extents of this land take are included in the Appendix of this brochure.

It is also proposed to amalgamate the main Ballyfermot Road and the access road serving no. 430 – no. 512 Ballyfermot Road by removing the existing boundary fence and landscaping. This would provide sufficient space to improve the existing public transport infrastructure.

Urban Realm works along with additional tree planting and provisions for parallel parking are proposed where the access road will be modified. It is also proposed to modify the area outside of the Ballyfermot Community Civic Centre to accommodate the improved infrastructure.

2.4 Le Fanu Road to Inchicore Road Junction – Ballyfermot Road, Sarsfield Road

At the Le Fanu Road junction, it is proposed to divert city bound traffic on to Le Fanu Road as proposed in the EPR. The section of the Ballyfermot Road between Le Fanu Road and Kylemore junction will be restricted to one bus lane in each direction and one outbound general traffic lane. Local access on Ballyfermot Road between La Fanu Road and Colepark Road has been maintained which represents a design revision compared to the EPR. City bound traffic will be redirected up Le Fanu Road and down Kylemore Road, with a cycle track in each direction on this section. Eastbound local access will still be permitted on Ballyfermot road up to the junction with Colepark Avenue.

It is proposed to upgrade the existing roundabout junction on Kylemore Road/ Ballyfermot Road to a signalised junction and provide improved infrastructure for cyclists and pedestrians. Between Kylemore Road and Markiewicz Park, it is proposed to maintain one bus lane, one general traffic lane and one cycle track in each direction. To accommodate this modified cross section it is anticipated to utilise limited land take at the following locations:

- ▶ Limited green space from St. Raphael's and St. Gabriel's Primary School and
- ▶ Limited green space from the former De La Salle National School/ Mount La Salle.

To reduce the impact on Markiewicz Park and the adjacent residential properties, it is proposed to provide Signal Controlled Priority for inbound buses. The inbound bus lane would then be reintroduced at St. Laurence's Road which represents a design revision to the EPR. To accommodate the revised arrangements, it is intended to close the junction of O'Hogan Road and Ballyfermot Road as part of the

implementation of the bus priority signals on Ballyfermot Road. Feedback received as part of the public consultation, as well as topographical survey information have identified this section as a significant pinch-point and has thus driven this proposed design change. O'Hogan Road can still be accessed via Garryowen Road and Decies Road. The proposals will require land take at the following locations:

- ▶ Limited land take at Markiewicz Park;
- ▶ Boundary lands at the Steeples Estate;
- ▶ Private frontages between O'Hogan Road and St. Laurence's Road;
- ▶ Boundary lands on Longmeadows Pitch and Putt/Longmeadow Park; and
- ▶ Private frontages between First Avenue and Saint Mary's Avenue West.

The indicative extents of this land take are included in the Appendix of this brochure.

Between Sarsfield Road and Chapelizod Bypass it is proposed to extend the proposed cycle tracks to tie into the proposed cycle track infrastructure that forms part of the Lucan to City Centre CBC.

2.5 Inchicore Road Junction to South Circular Road Junction – Grattan Crescent, Emmet Road

It is proposed to change Memorial Road from one way to two way for general traffic which represents a design revision to the EPR. Traffic will also be able to turn right from the Chapelizod Bypass to Memorial Road which is being implemented as part of the Lucan CBC. It is intended to provide cycle track in each direction on Memorial Road. On Inchicore Road between Memorial Road and Grattan Crescent, it is proposed to retain the existing road layout.

On Grattan Crescent it is proposed to provide a bus lane in each direction and one general traffic lane in the southbound direction which is a change from the EPR. Northbound traffic will be permitted up to the junction with the CIE

Works to maintain local access. It is anticipated that the existing footpath will be widened, and a new pedestrian or Toucan Crossing will be provided between Grattan Crescent Park and Inchicore National School. Several of the car parking spaces adjacent to the entrance to Grattan Park will be retained.

In order to facilitate local access onto Grattan Crescent as far as the Inchicore Works, general traffic will be permitted to turn right from Emmet Road onto Grattan Crescent at the Junction of Emmet Road and Tyrconnell Road.

Between St. Vincent's Street West and South Circular Road, Emmet Road is proposed to be reconfigured to provide a bus lane and general traffic lane in each direction. To facilitate this wider road configuration some local on-street parking will need to be removed. It is proposed to provide some alternative off-street parking near the junction with South Circular Road.

2.6 Old Kilmainham to High Street - Old Kilmainham, Mount Brown, James's Street, Thomas Street, High Street

Currently Old Kilmainham/Mount Brown has significant width restrictions that will not permit any substantial road widening or bus lane provision. To maintain bus priority on this section of the route, it is proposed to provide a Bus Gate directly east of the proposed entrance to St. James Children's Hospital (across from 10 Faulkners Terrace, Mount Brown) as per the EPR. This Bus Gate would prevent general through-traffic using Old Kilmainham/Mount Brown. However, it will not impact access to the Children's Hospital from Mount Brown or Old Kilmainham. Exiting traffic from the hospital will only be permitted to turn left towards Old Kilmainham. This access strategy is currently in development with the St. James Children's Hospital delivery team and Dublin City Council.

Local access to residences and business along Mount Brown and surrounding streets will be maintained through Bow Lane West and James'

Street. Access to St. James Adult Hospital will be maintained at the James' Street entrance. Access to St. James Adult Hospital through the Children's Hospital is currently being explored.

Access to Brookfield Road is currently prohibited from Old Kilmainham, and it is proposed to revise the traffic configuration. However the revised configuration is changed from the EPR. Traffic on Brookfield Road will generally be two way but with no access northbound to Old Kilmainham Road. Southbound access from Old Kilmainham Road will be allowed onto Brookfield Road. A turning area will be provided near the north end of Brookfield Rd to facilitate turning traffic.

Eastbound general through-traffic along the Old Kilmainham Road may divert to the South Circular Road and St. Johns Road. Westbound general traffic through Old Kilmainham Road may divert to the South Circular Road.

It is proposed to retain the existing road layout between the St. James' Adult Hospital entrance and the junction with Bow Lane West. From

Bow Lane West to High Street, it is intended to provide a bus lane and general traffic lane in each direction. Where road widths permit, cycle tracks will also be provided, however these may not be continuous and at pinch points cyclists may be required to use the bus lane.

At the Cornmarket junction the priority has been changed from High Street/Thomas Street to High Street/Bridge Street Upper which represents a design revision compared to the EPR. The CBC will join the existing City Centre traffic management regime at the junction with Nicholas Street and Winetavern Street.



2.7 Key Changes from the Published EPR

- Signal Controlled Priority is proposed between Markiewicz Park and St. Laurence’s Road to reduce the impact on properties and the park. To facilitate bus priority on this section it is also proposed to close the junction of O’Hogan Road and Ballyfermot Road.
- One-way general traffic system is proposed on Grattan Crescent to remove the impact on trees and to allow for Urban Realm improvements. To facilitate this a two-way general traffic system is proposed on Memorial Road.
- The section of Brookfield Road where two-way traffic is permitted will be extended further north to facilitate local access.
- At Cornmarket the road layout has been revised to provide better facilities for pedestrians and cyclists while maintaining bus priority.

2.8 Key Facts

- Approximate number of properties that may be impacted **37**
- Approximate number of on-street parking spaces that may be removed **49**
- Approximate number of trees that may be removed **195**
- Approximate route length: **10kms**
- Approximate cycle route length: **7.4kms**
- Current bus journey time: **65 mins**
- BusConnects journey time: **30-35 mins**
- Future Bus journey time without BusConnects: **80 mins +**

3. How to take part in the public consultation

This brochure provides details of the proposed Preferred Route Option for this core bus corridor. These proposals are subject to a second non-statutory round of public consultation, and subsequent design refinement and environmental impact assessment, before a formal statutory application will be made by the NTA to An Bord Pleanála for approval.

3.1 General queries

The project website www.busconnects.ie has a dedicated section for the Core Bus Corridor project. All previous emerging preferred route brochures are available on the website. Users can access the site to find out more about the project and download copies of the key documents.

General queries can be directed to a dedicated Freephone - **1800 303 653** or by email to cbc@busconnects.ie

3.2 How to engage

We are inviting submissions in relation to the Preferred Route Options set out in this document. The closing date for submissions is stated on the website.

Written submissions and observations may be made by:

 cbc@busconnects.ie

 Core Bus Corridor Project
National Transport Authority,
Dún Scéine, Harcourt Lane, Dublin 2
D02 WT20

3.3 What happens next?

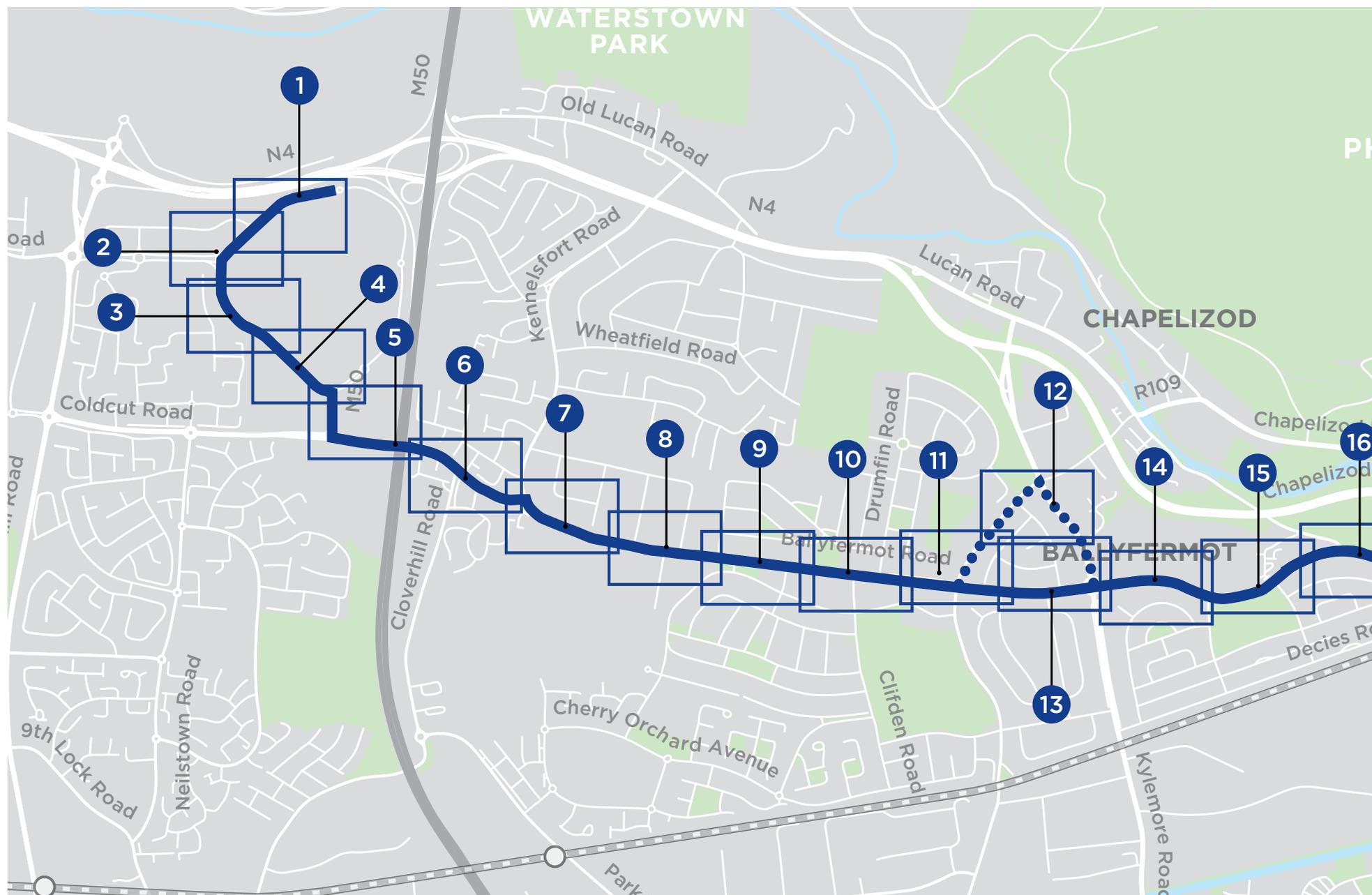
Following the second round of public consultation the NTA will finalise the Preferred Route Options for all sixteen corridors. The scheme designs will be finalised, transport and environmental impact assessments will be completed. This will culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme together with details of land to be acquired. This will be submitted to An Bord Pleanála during Q4 2020 for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.



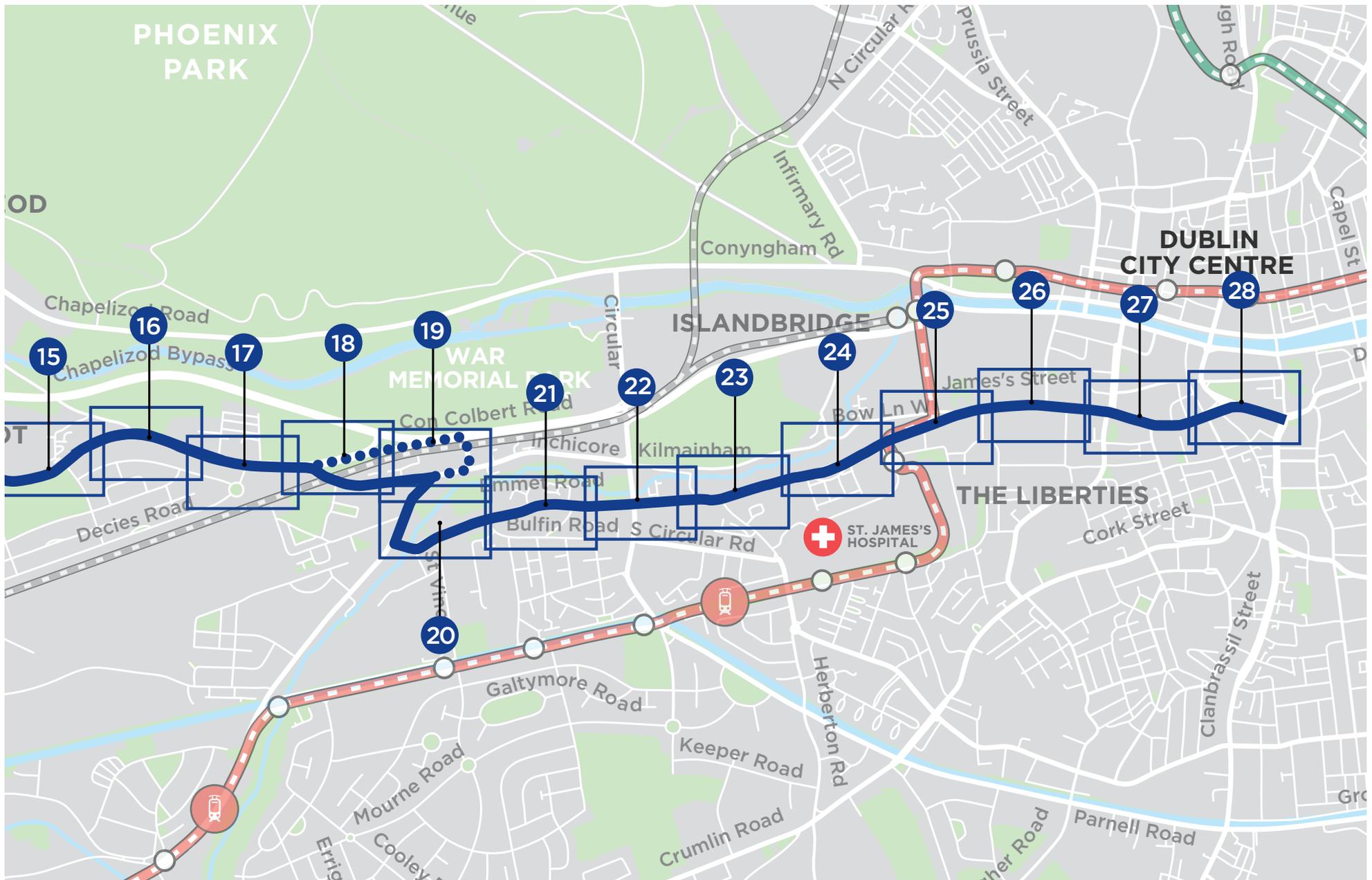
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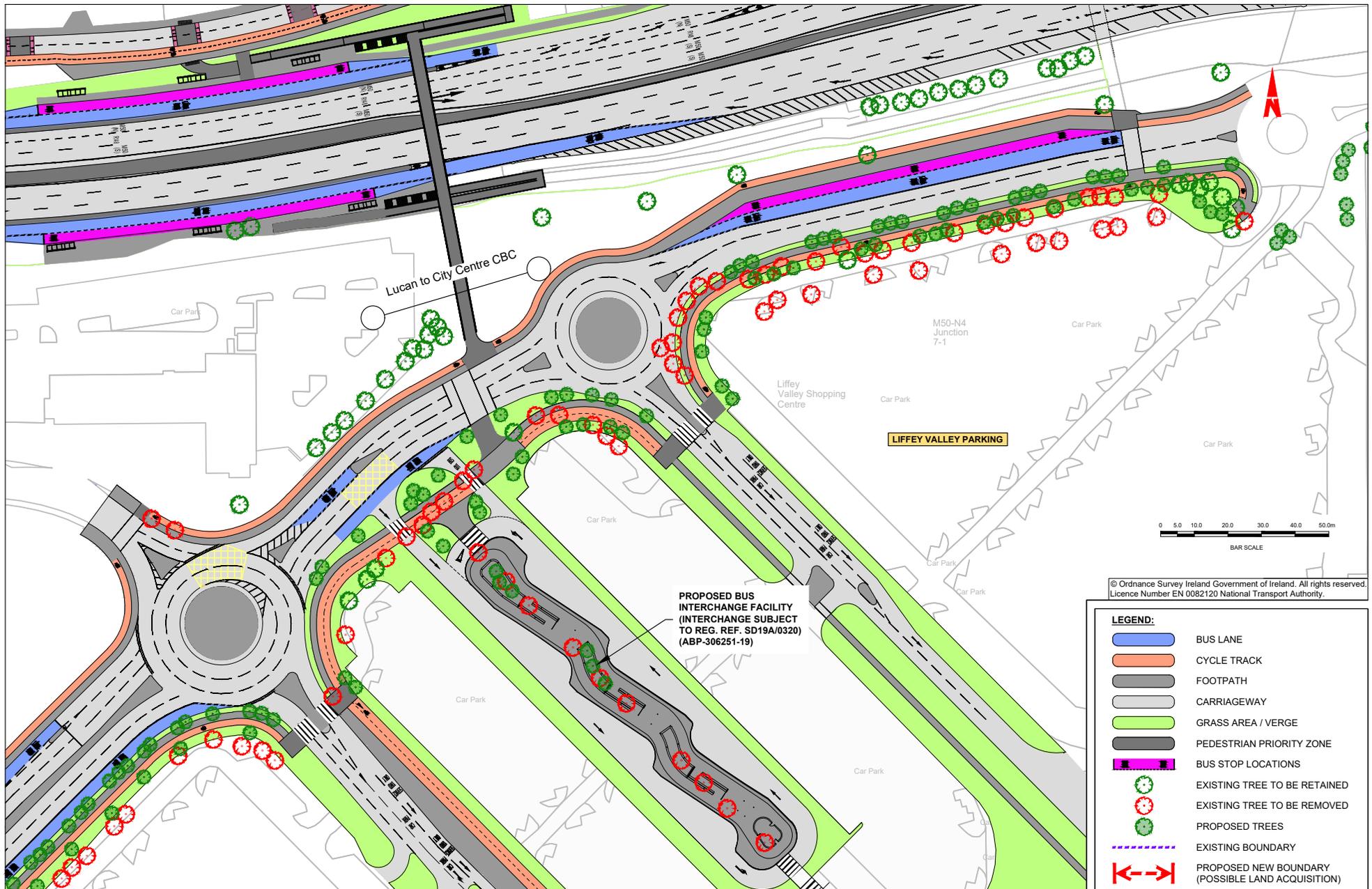
Index maps
Route maps

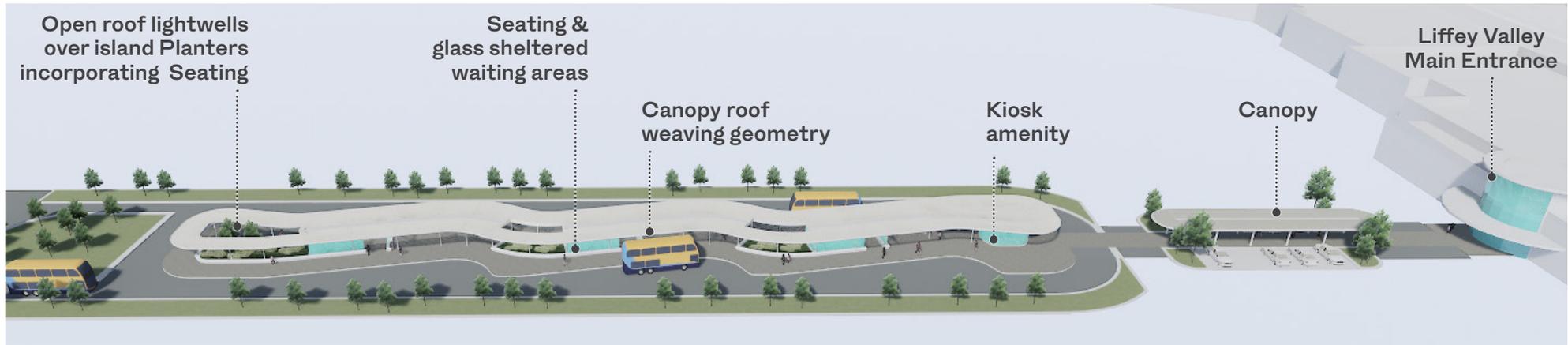




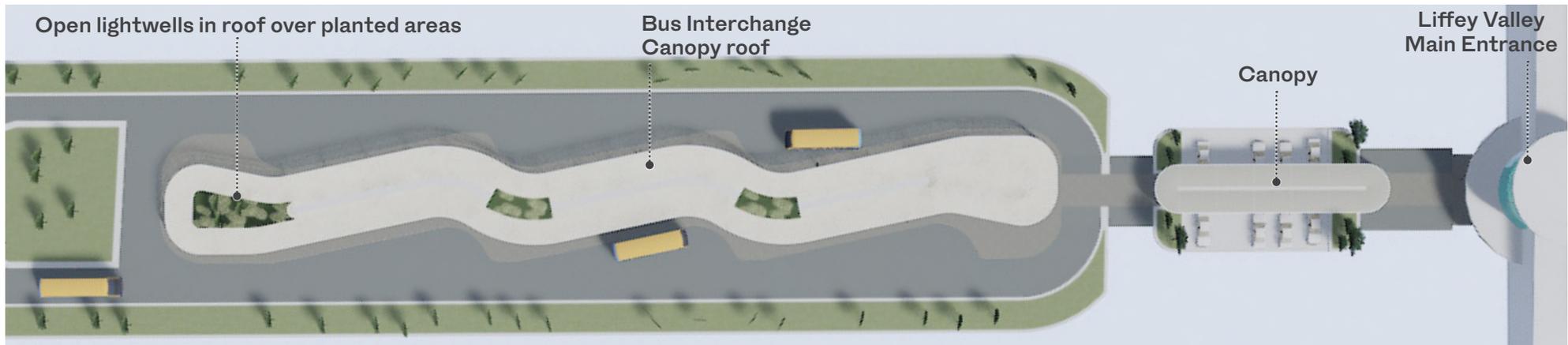
NOTE: The Preferred Route shown on the following drawings is indicative only and is subject to change following consultation and as part of the design development process.





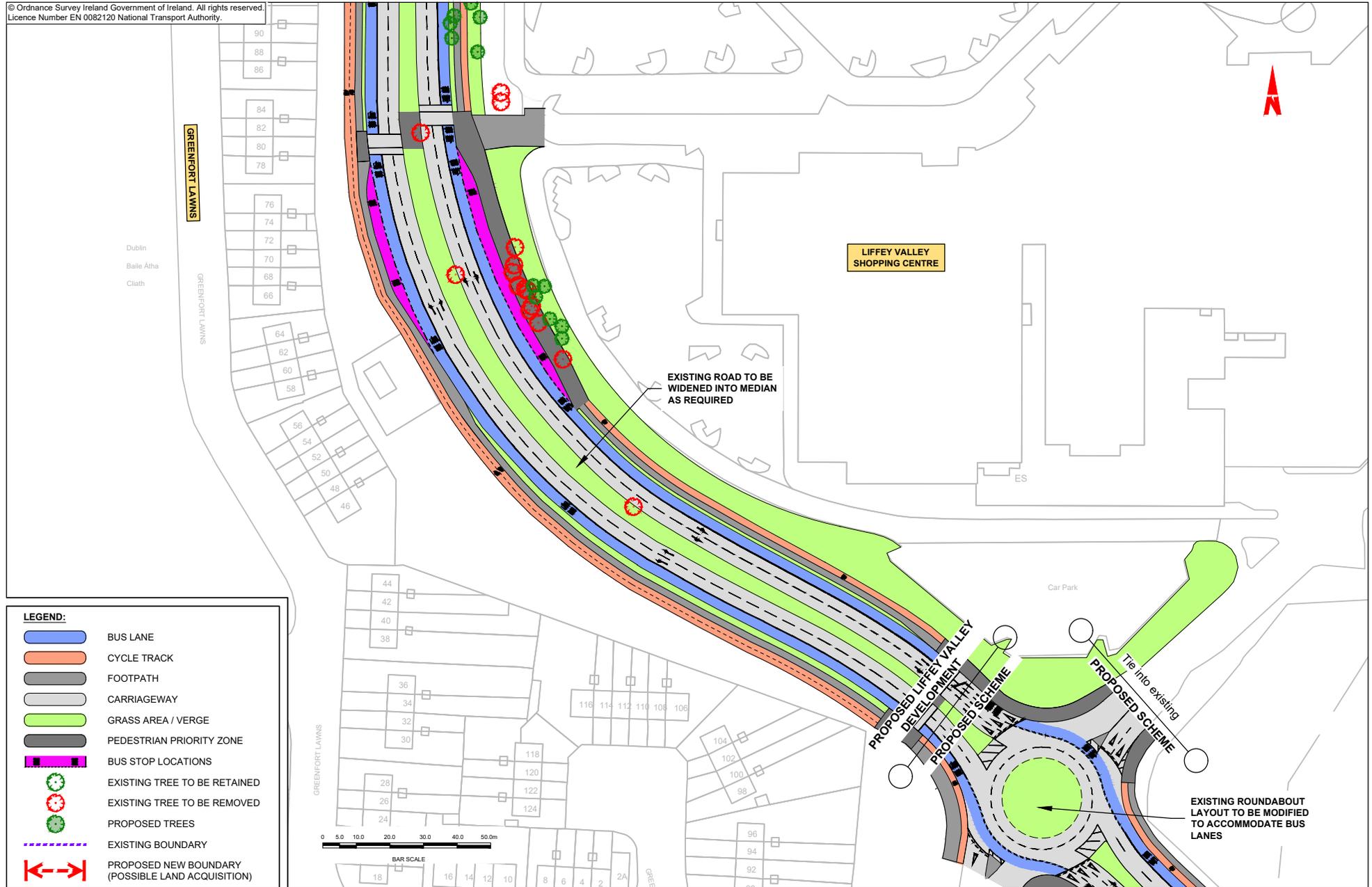


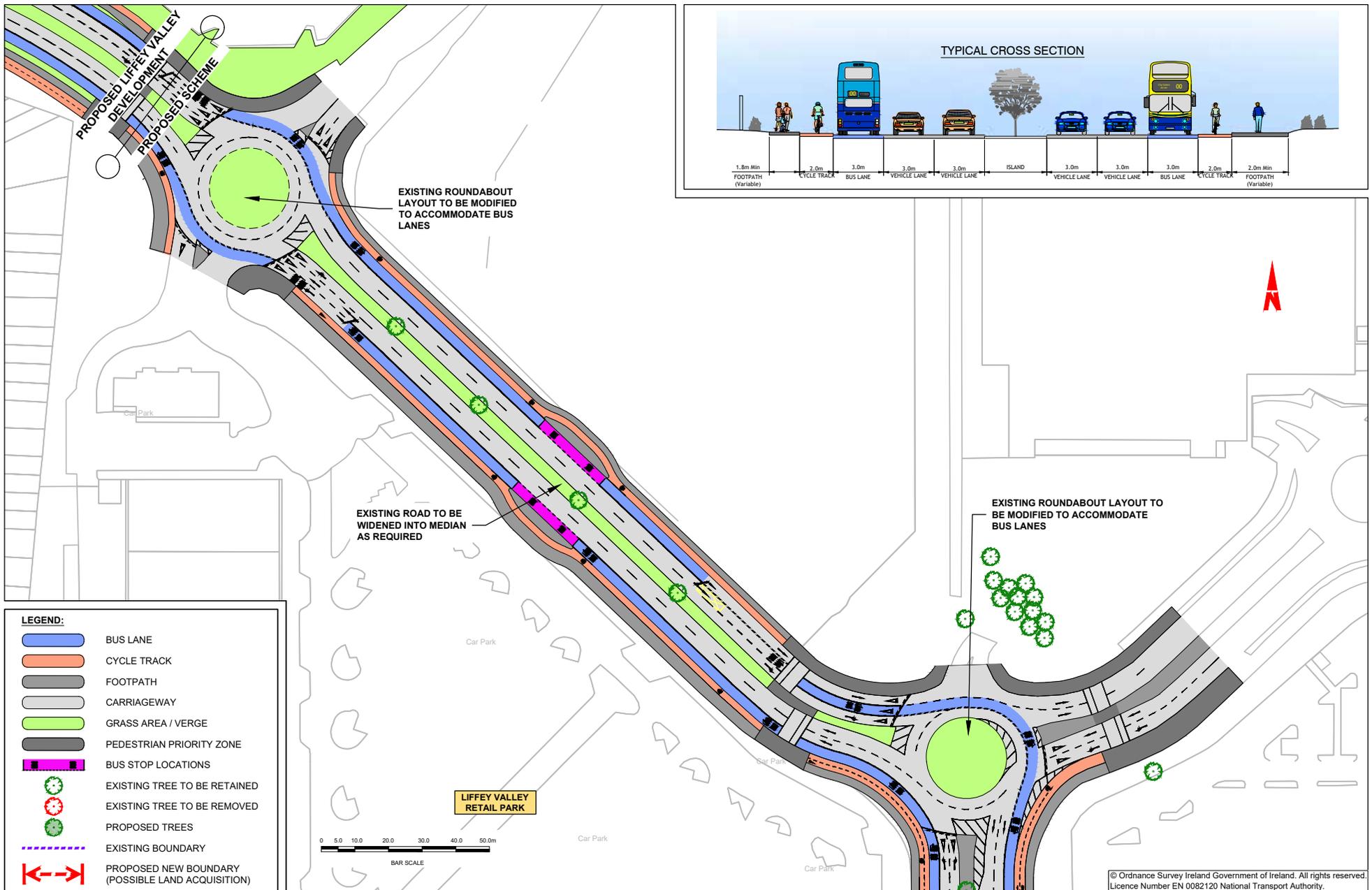
Interchange Canopy Aerial View

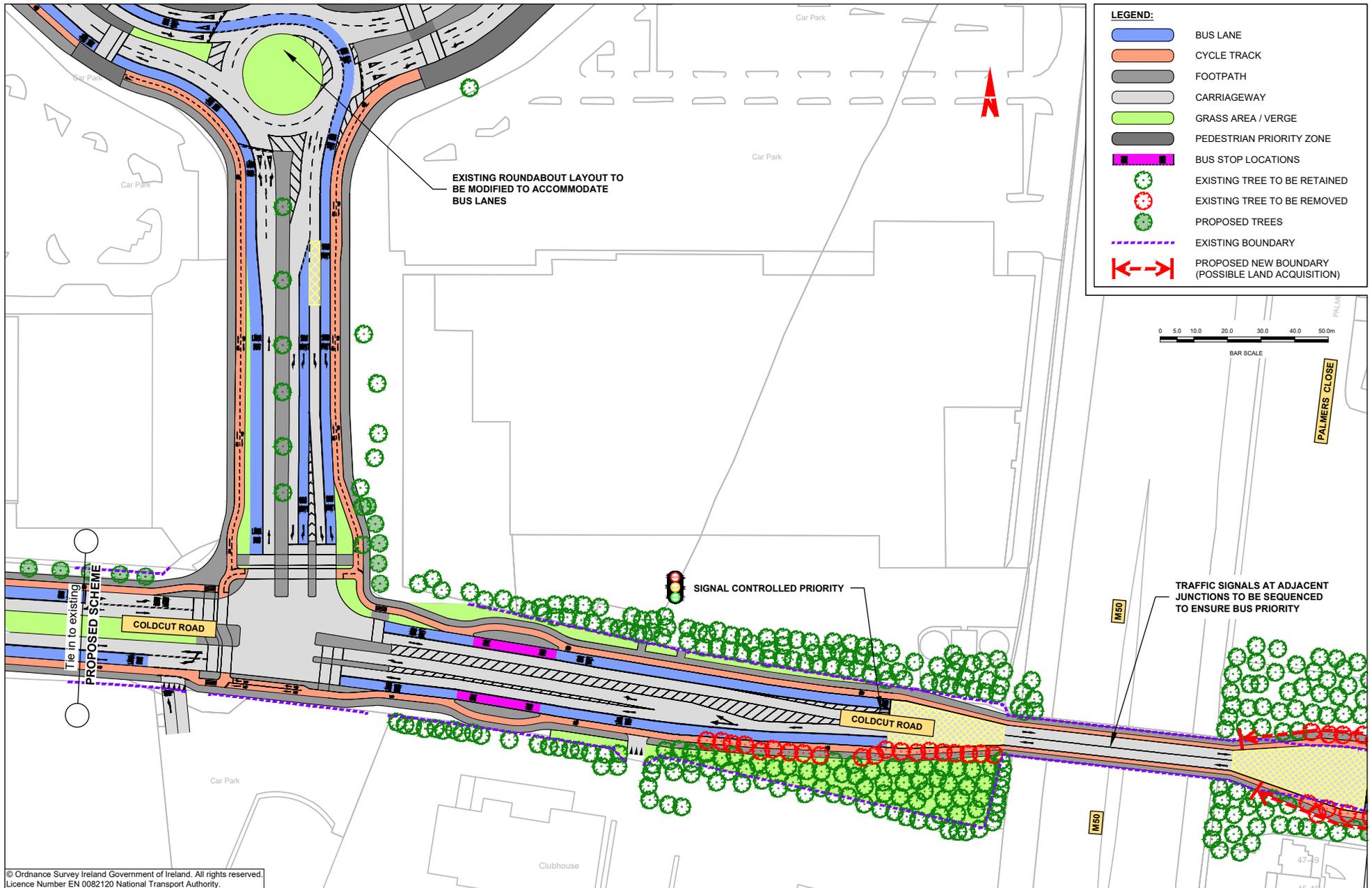


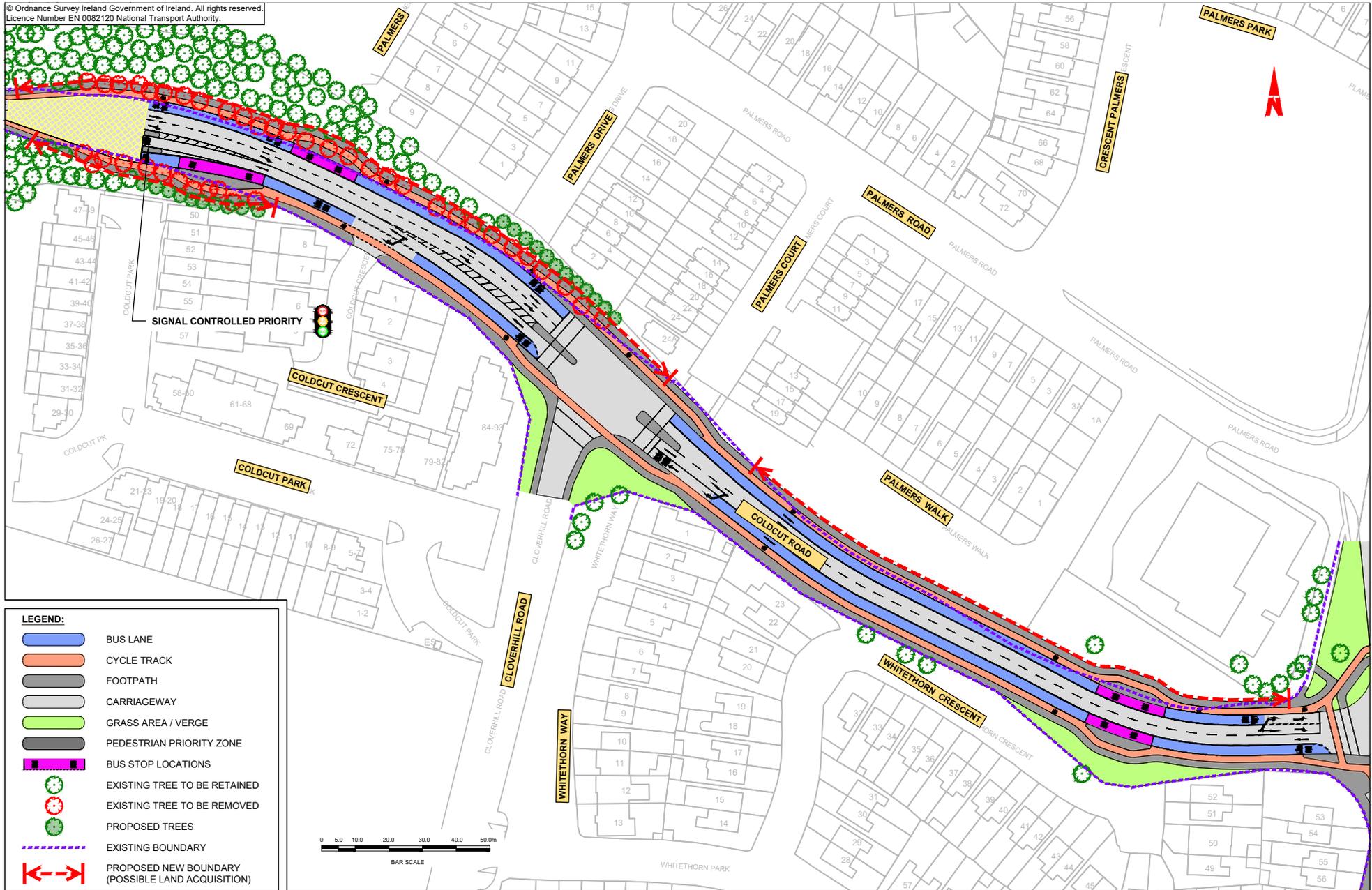
Interchange Canopy Plan View

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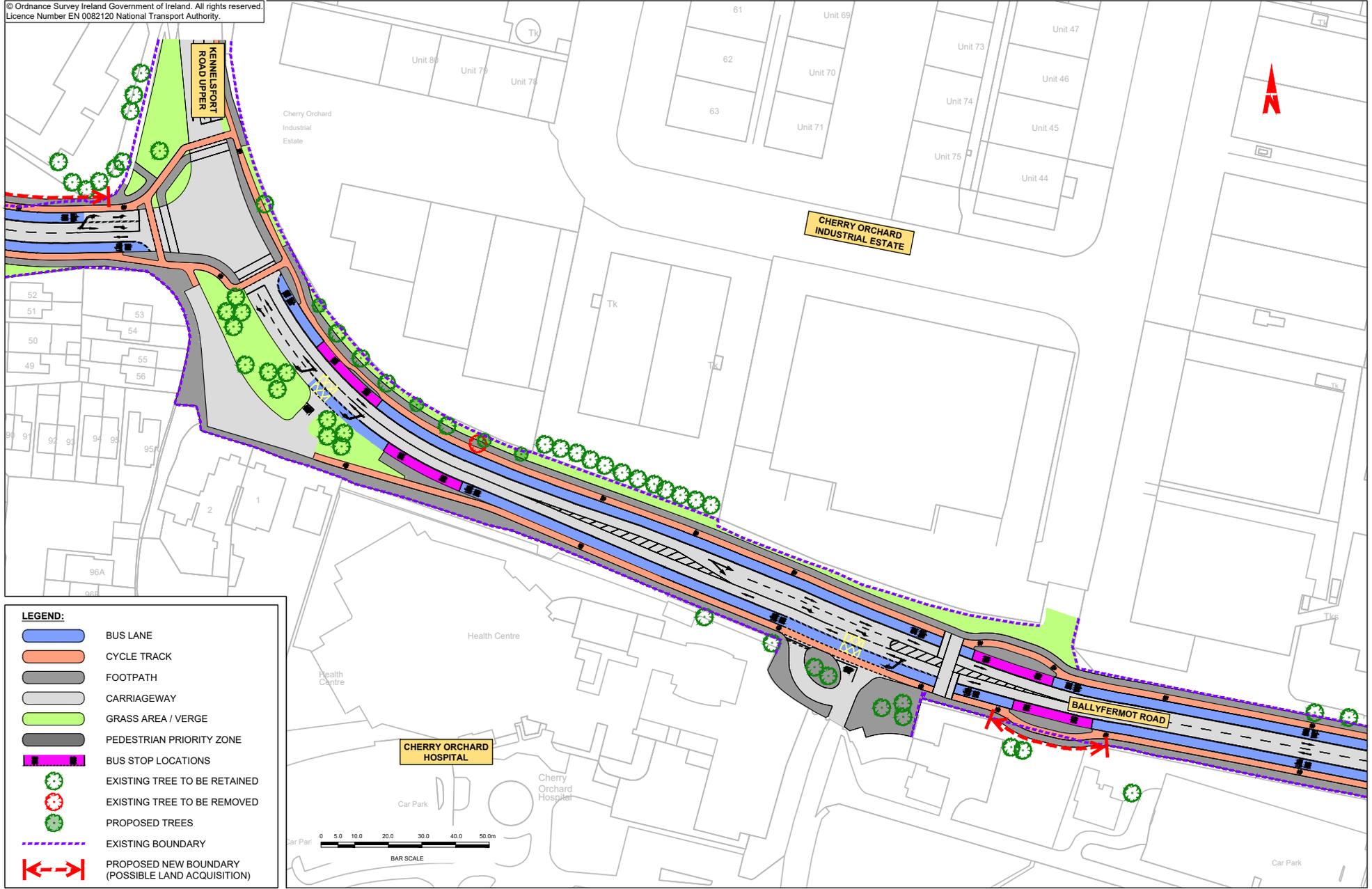




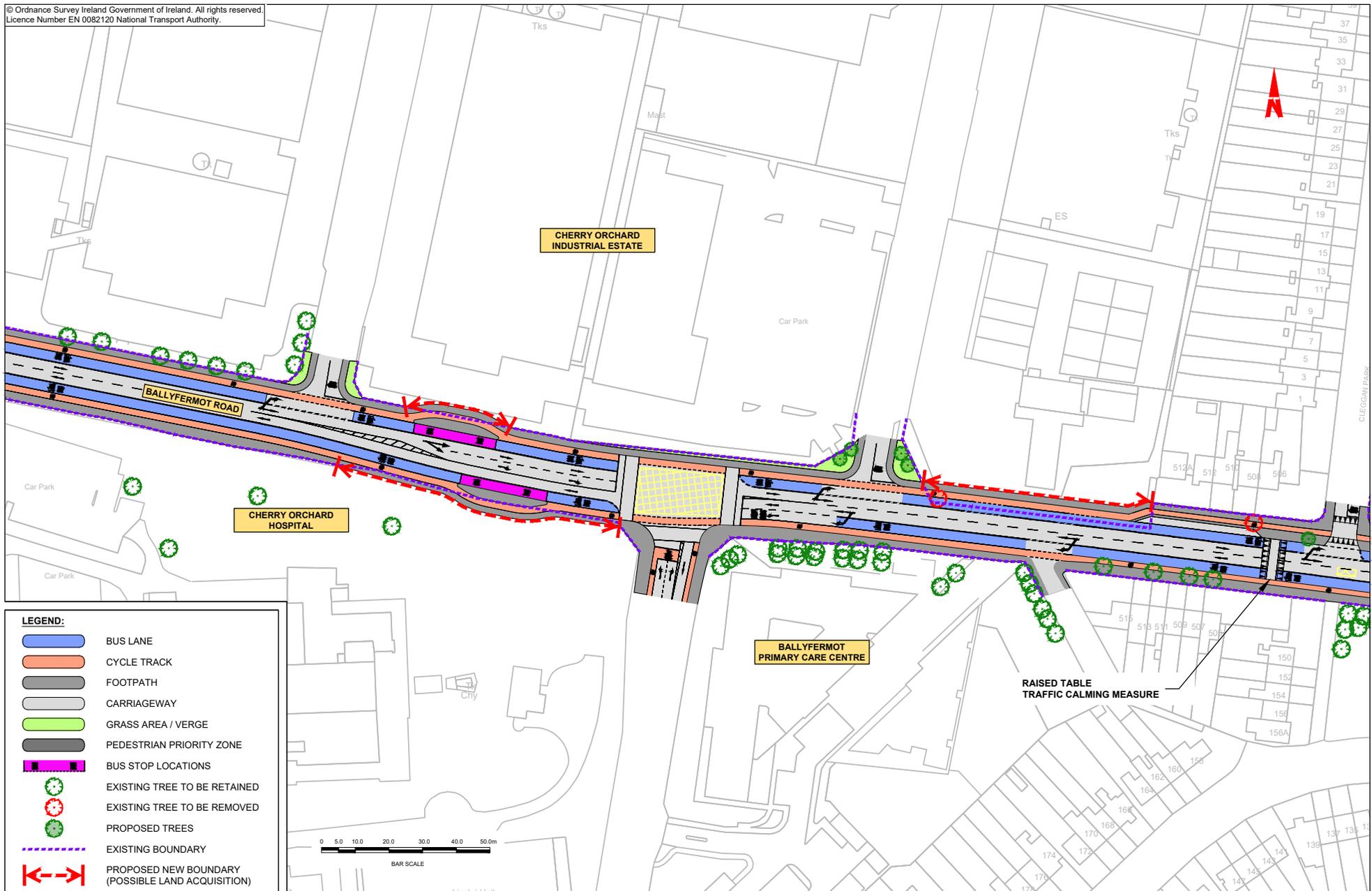




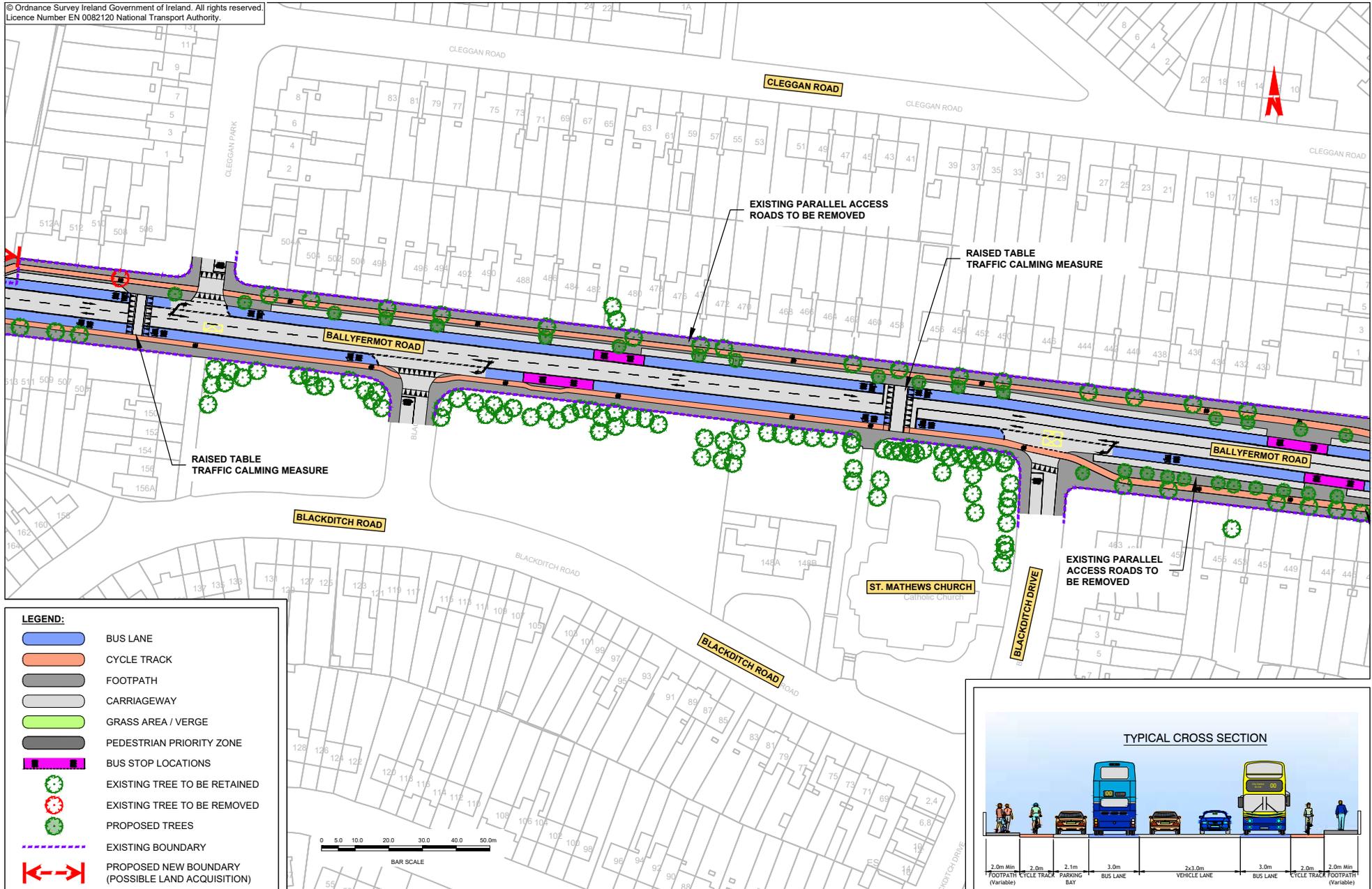
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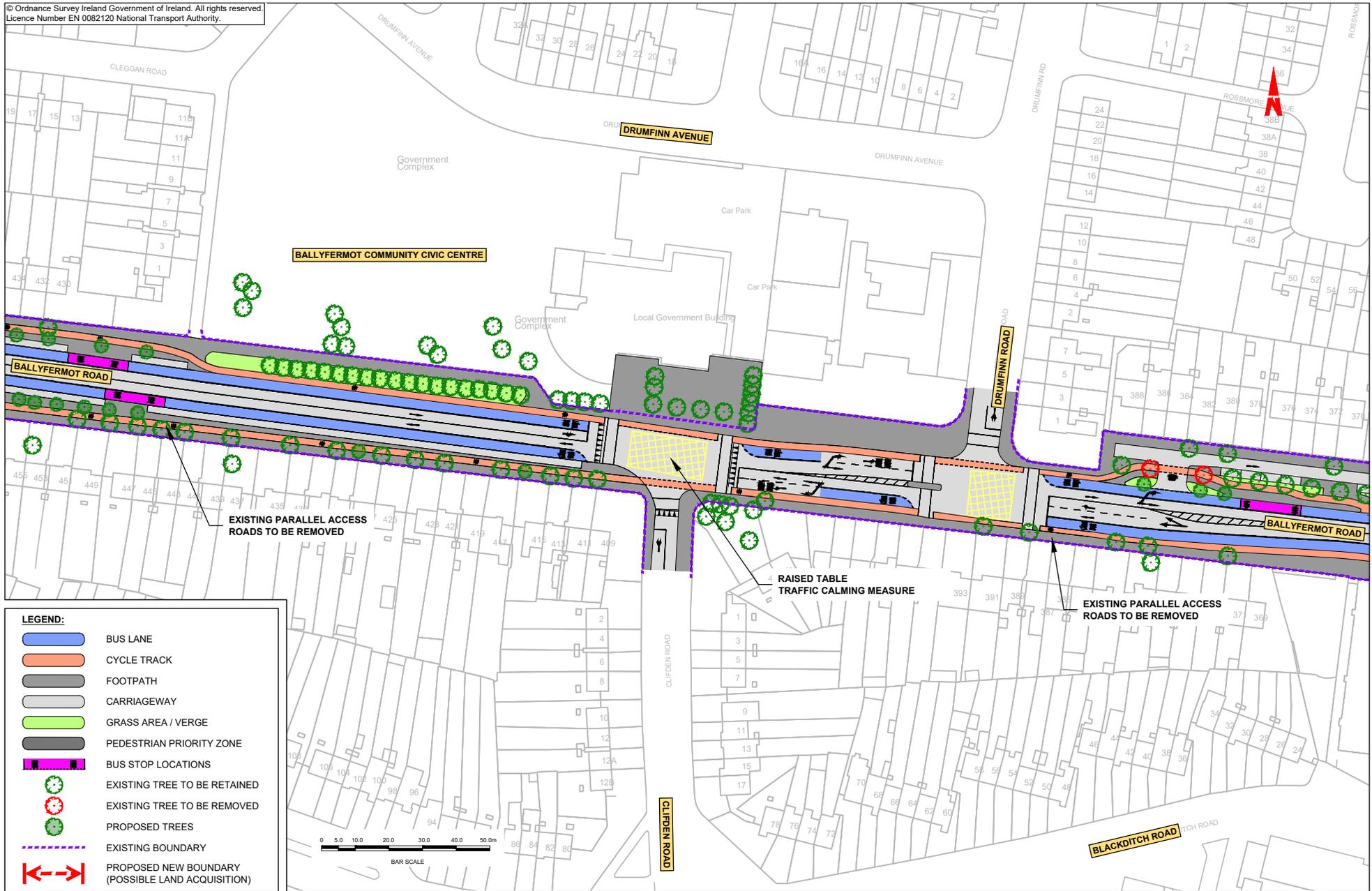
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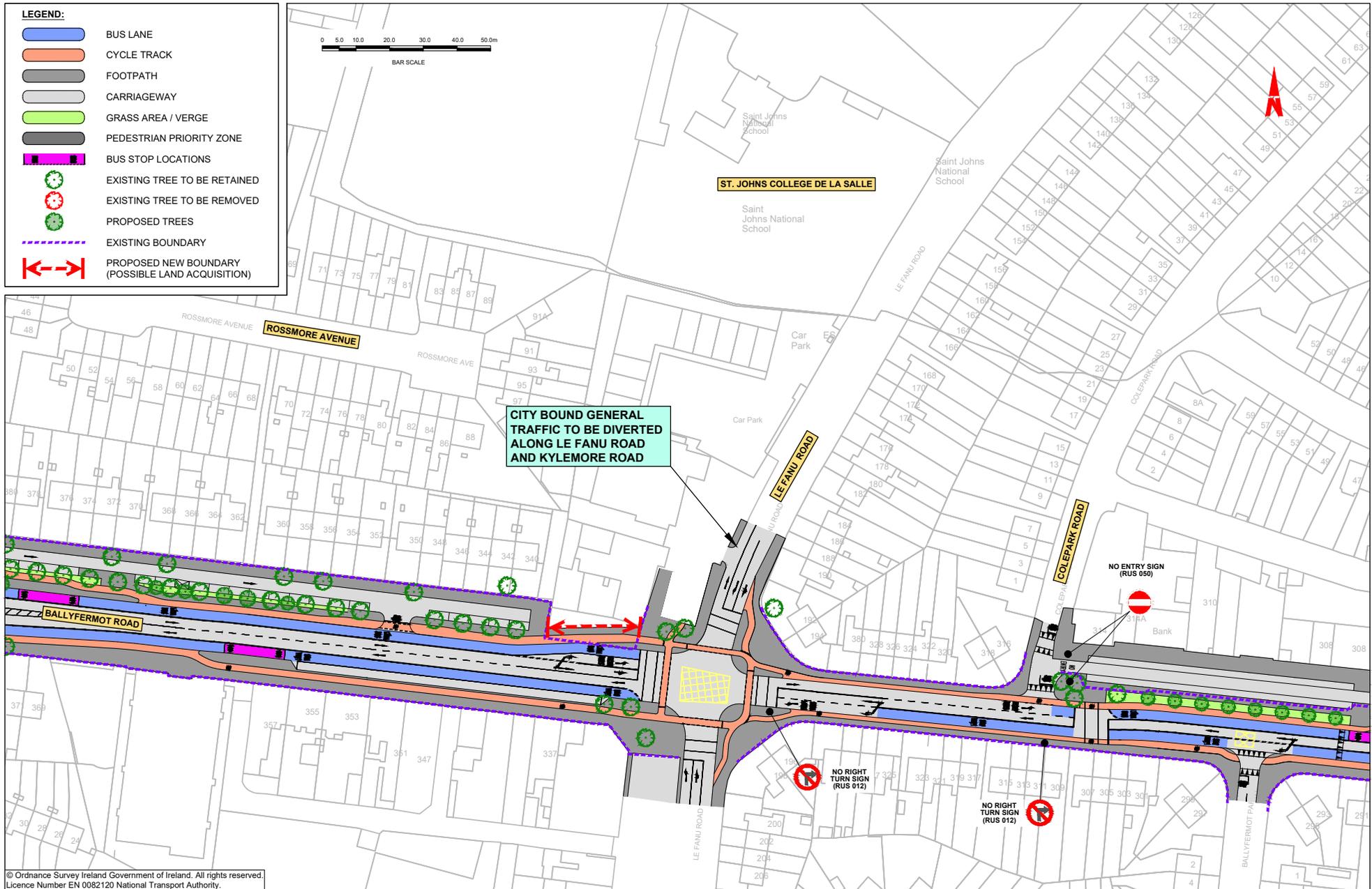
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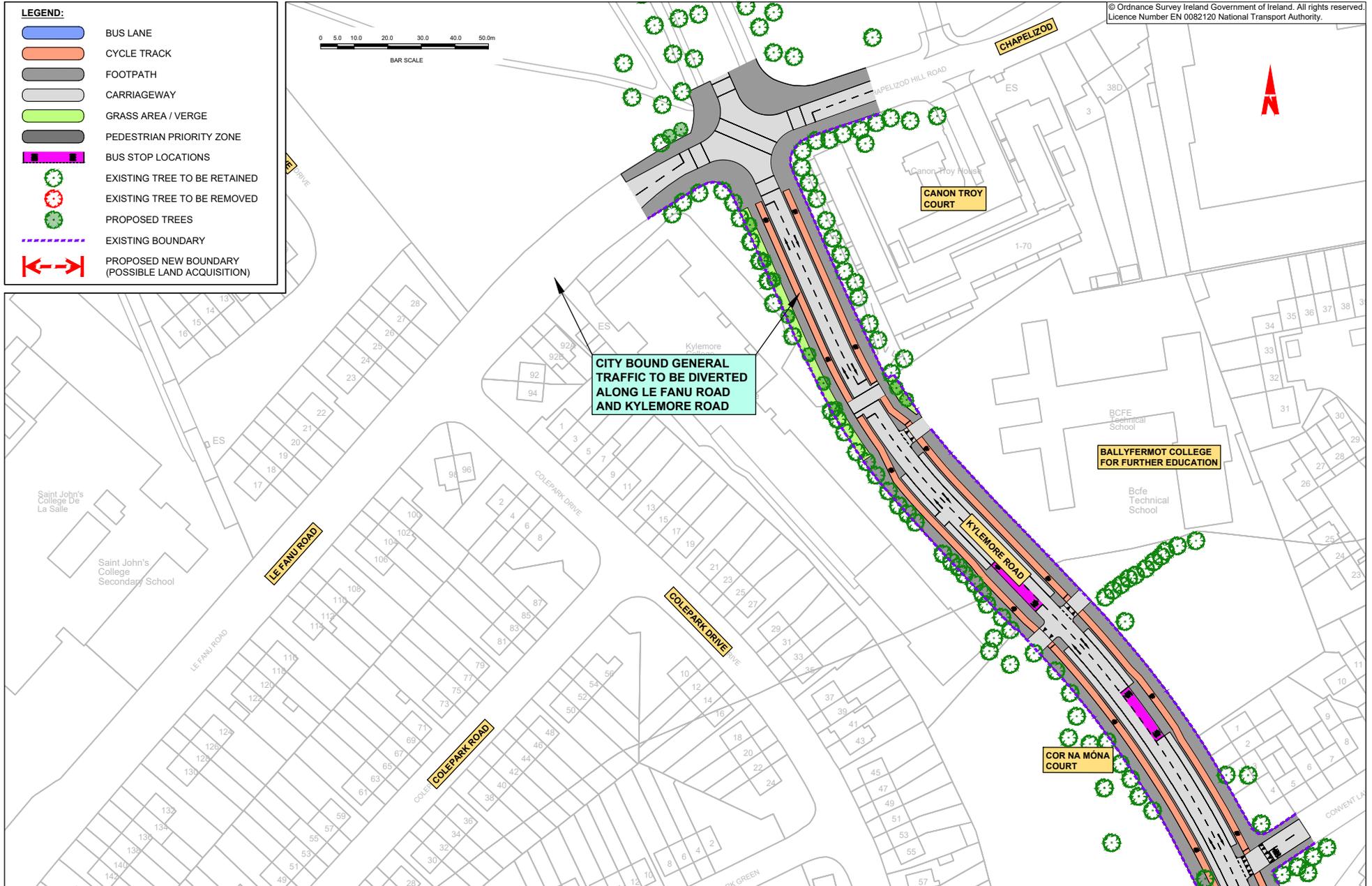
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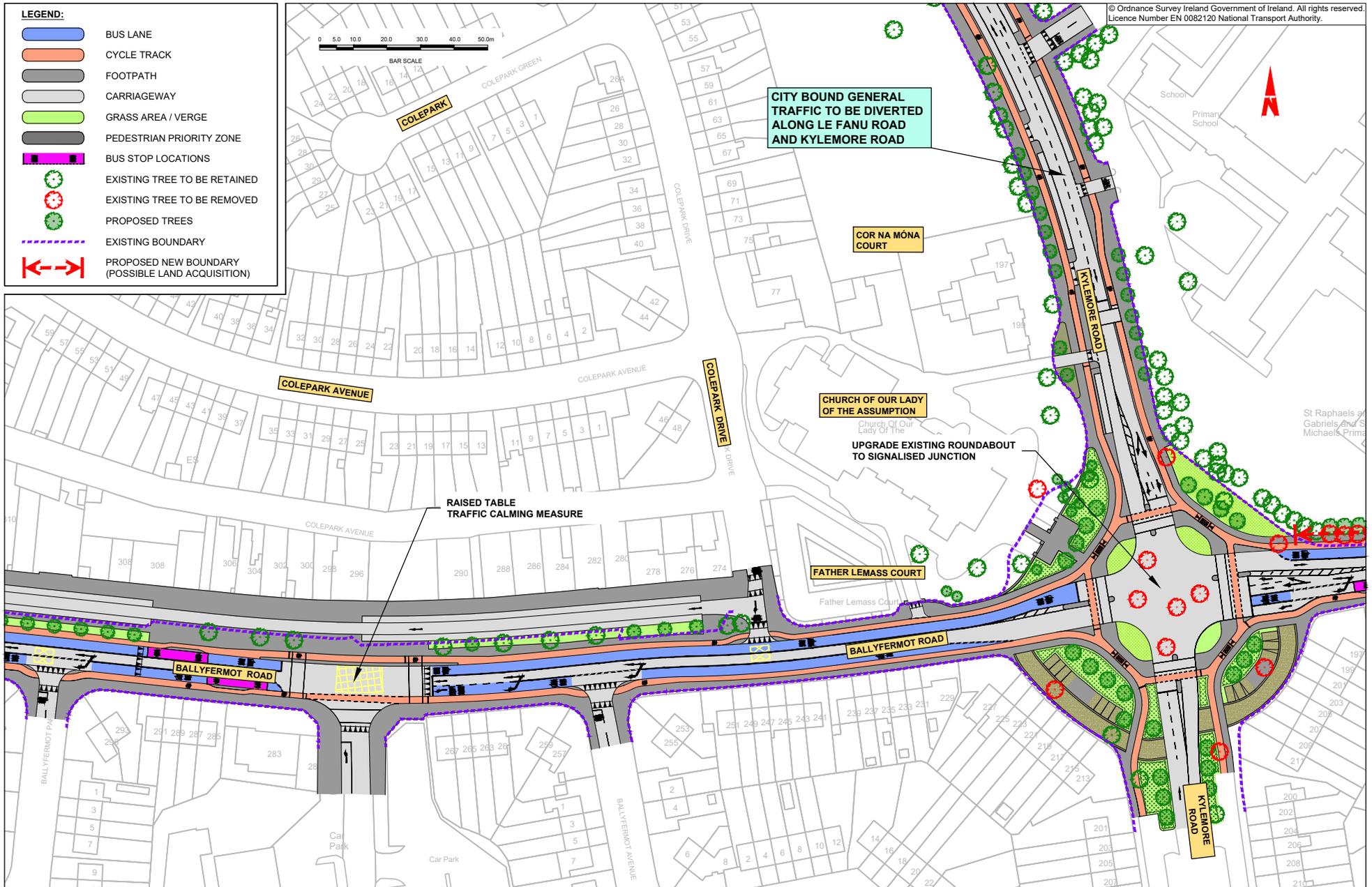


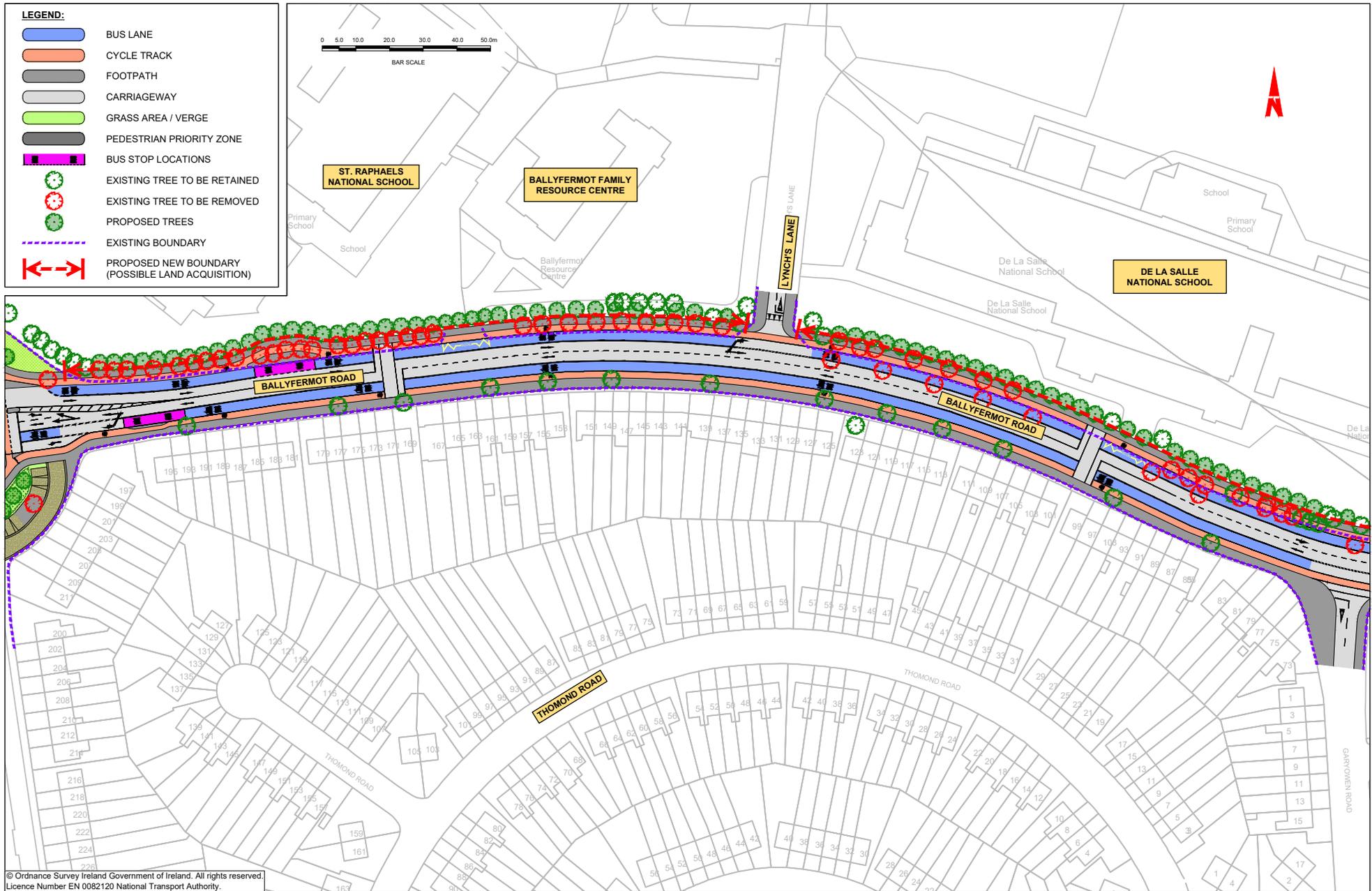




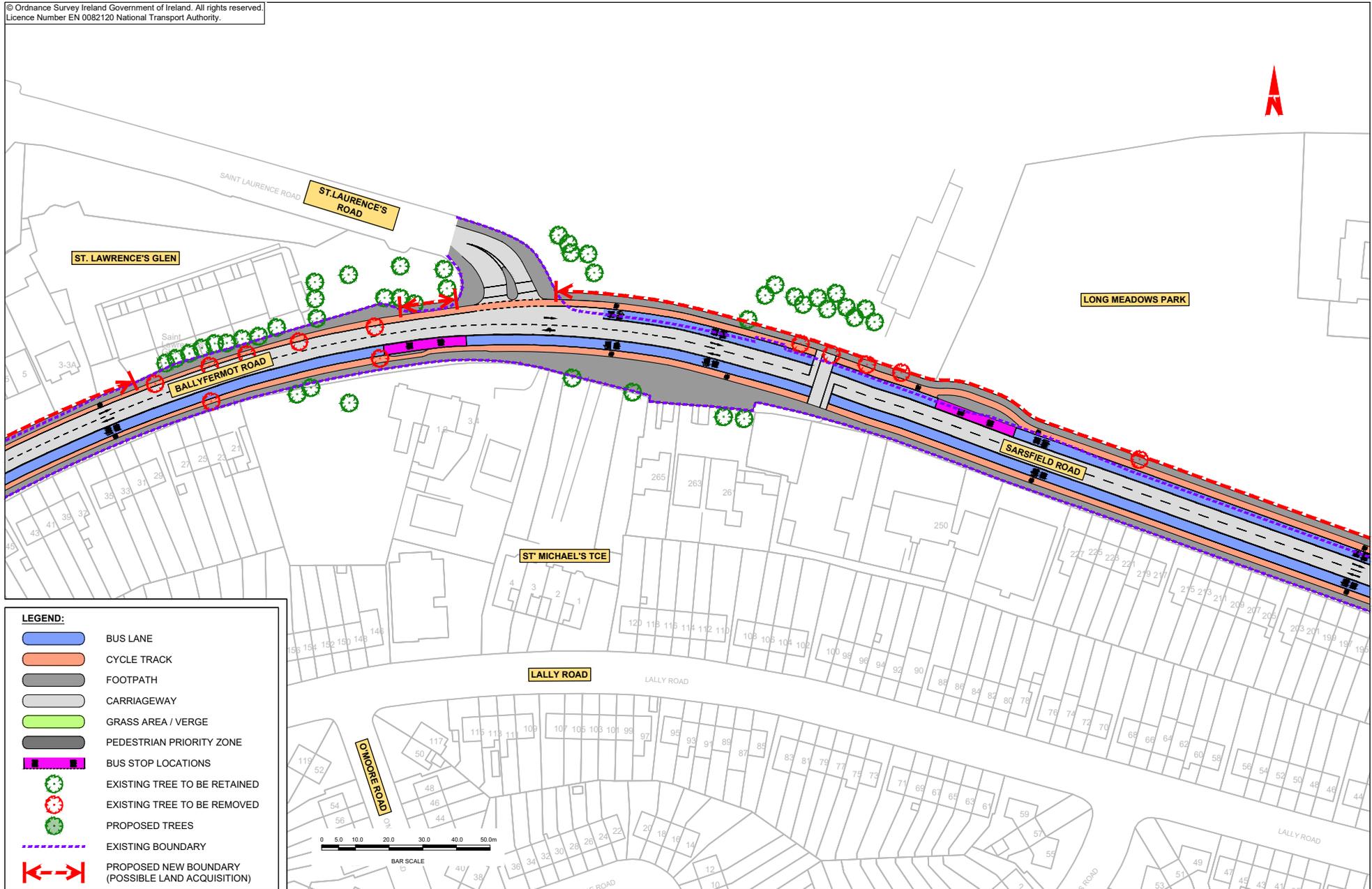




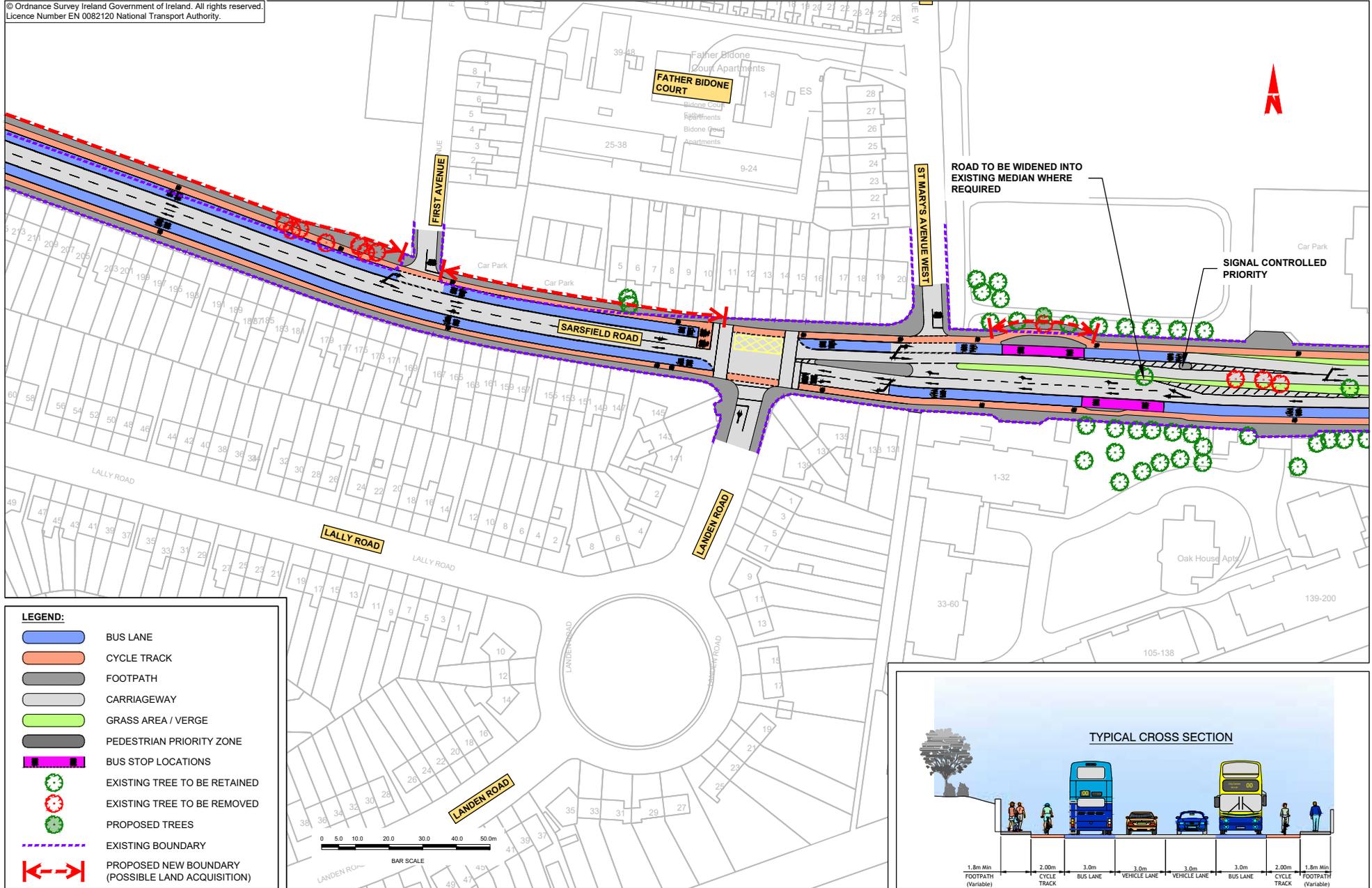


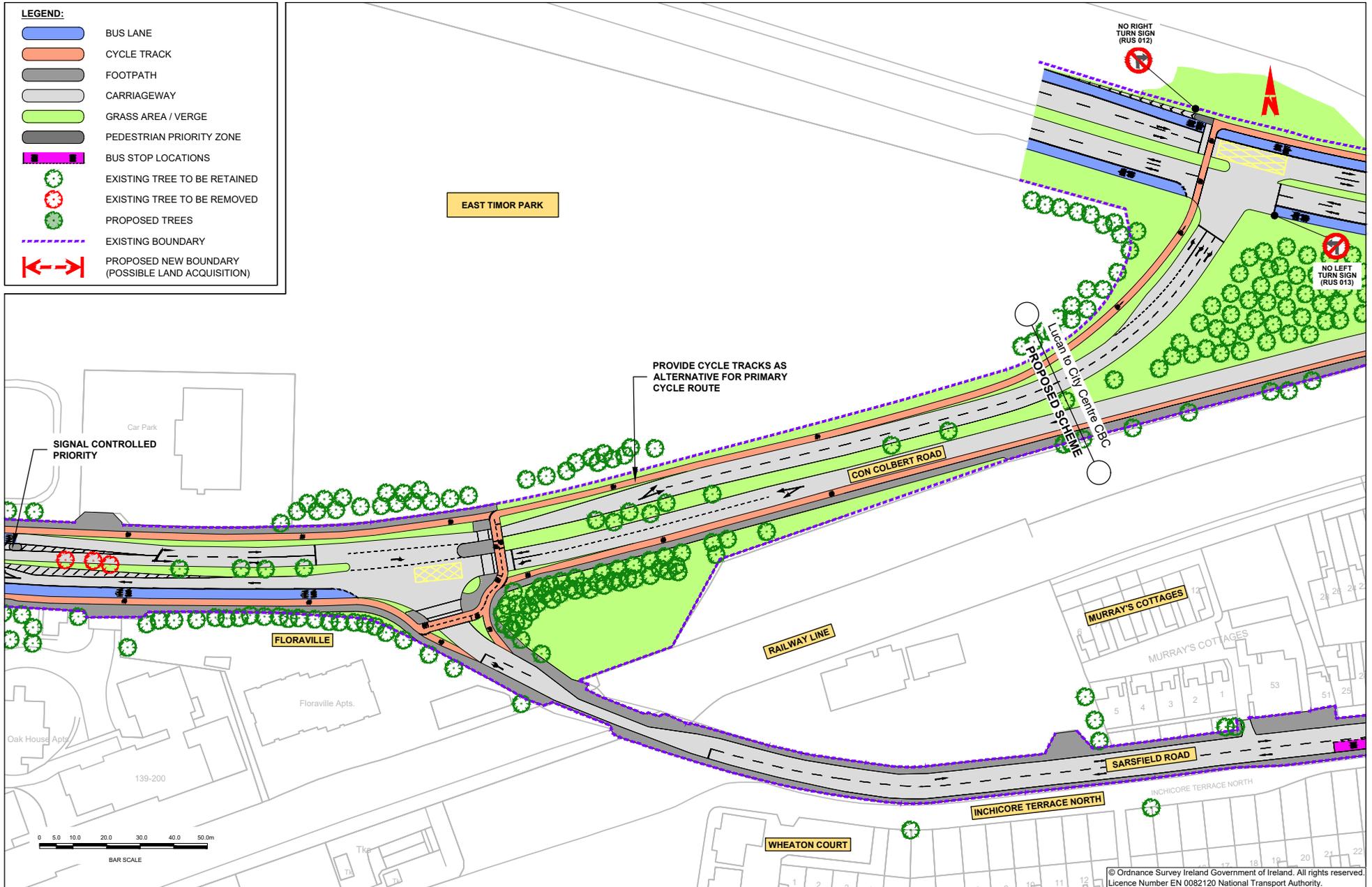


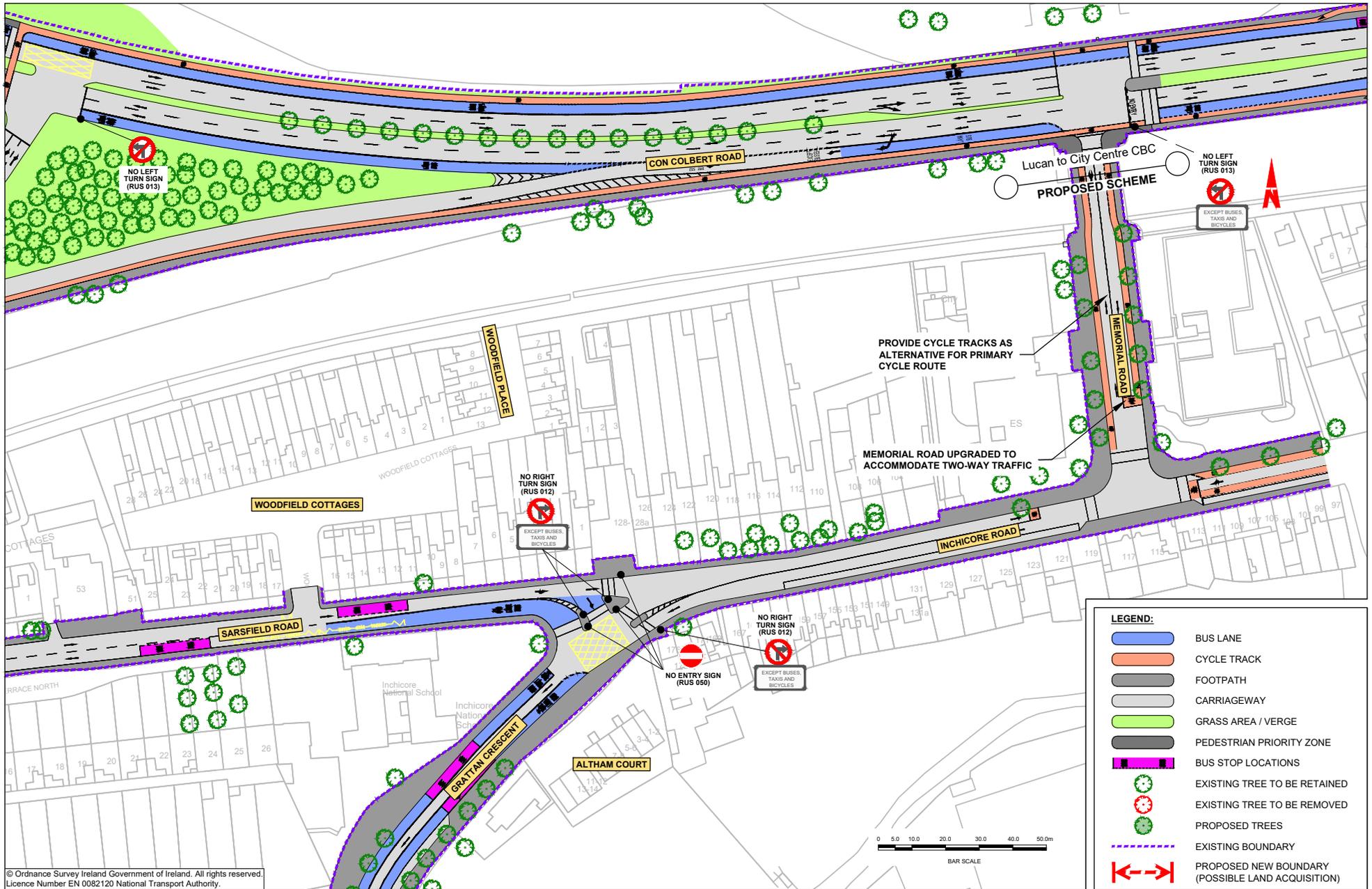
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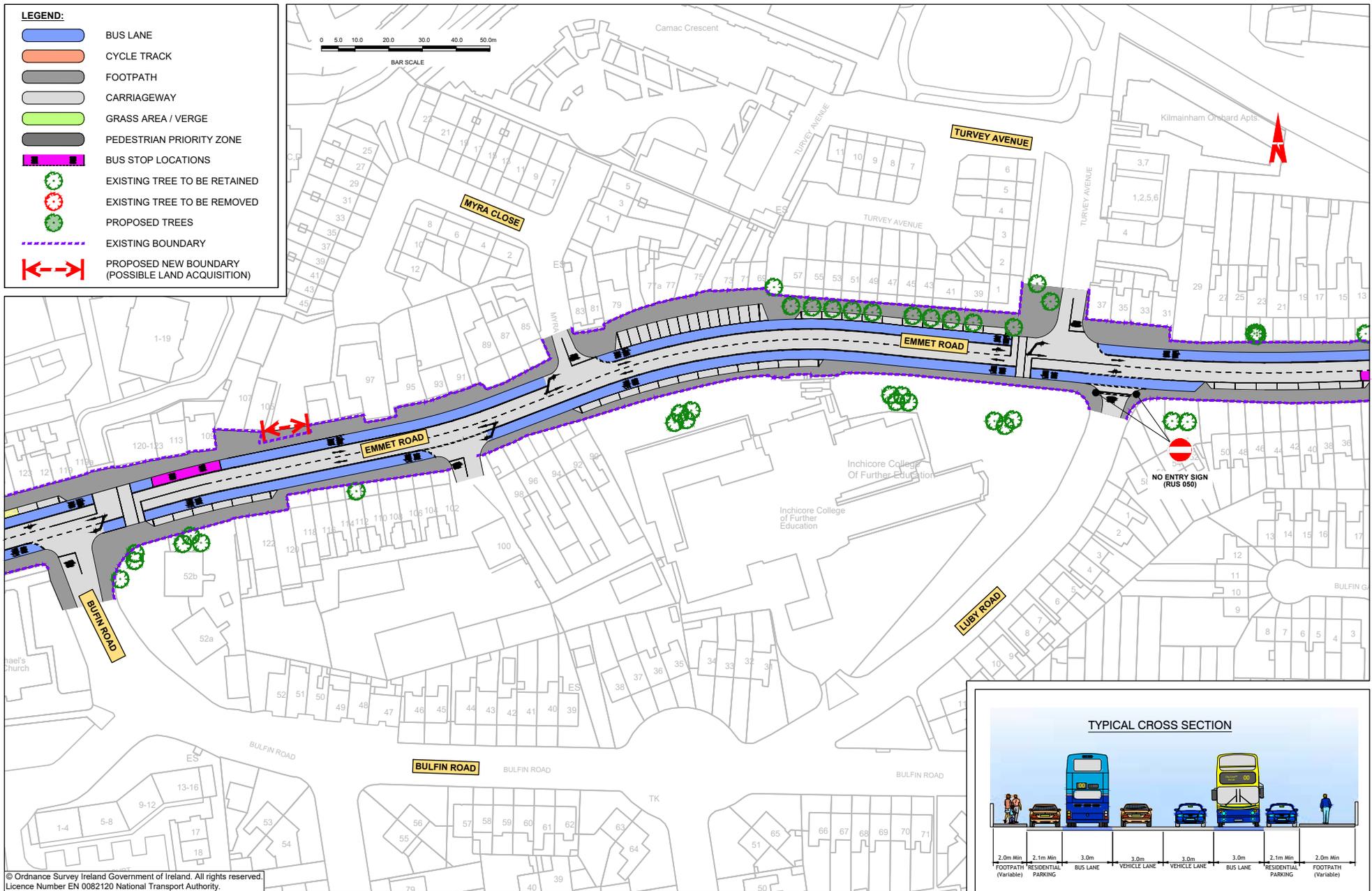






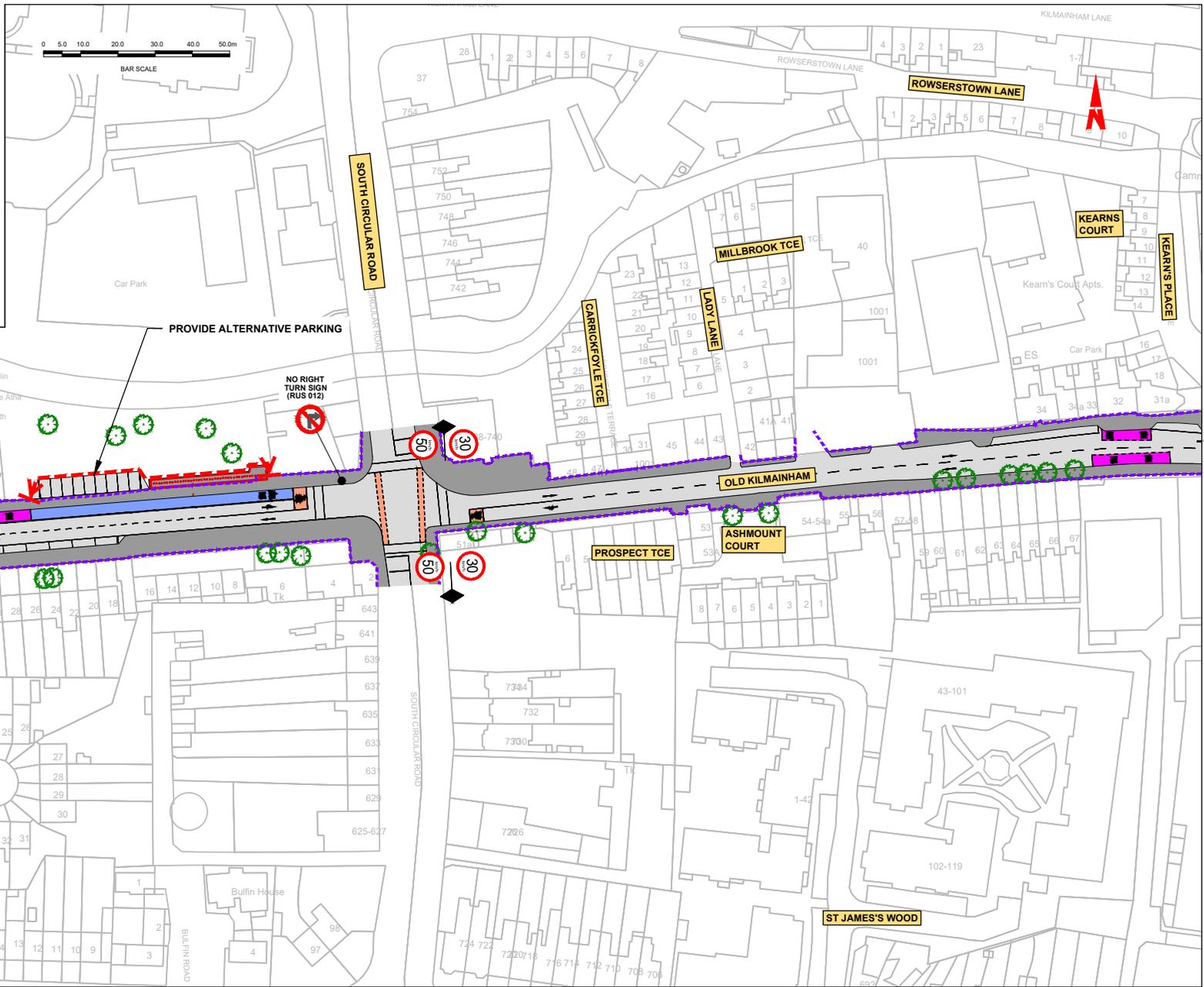
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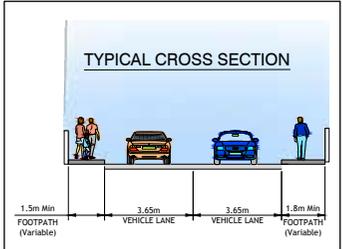
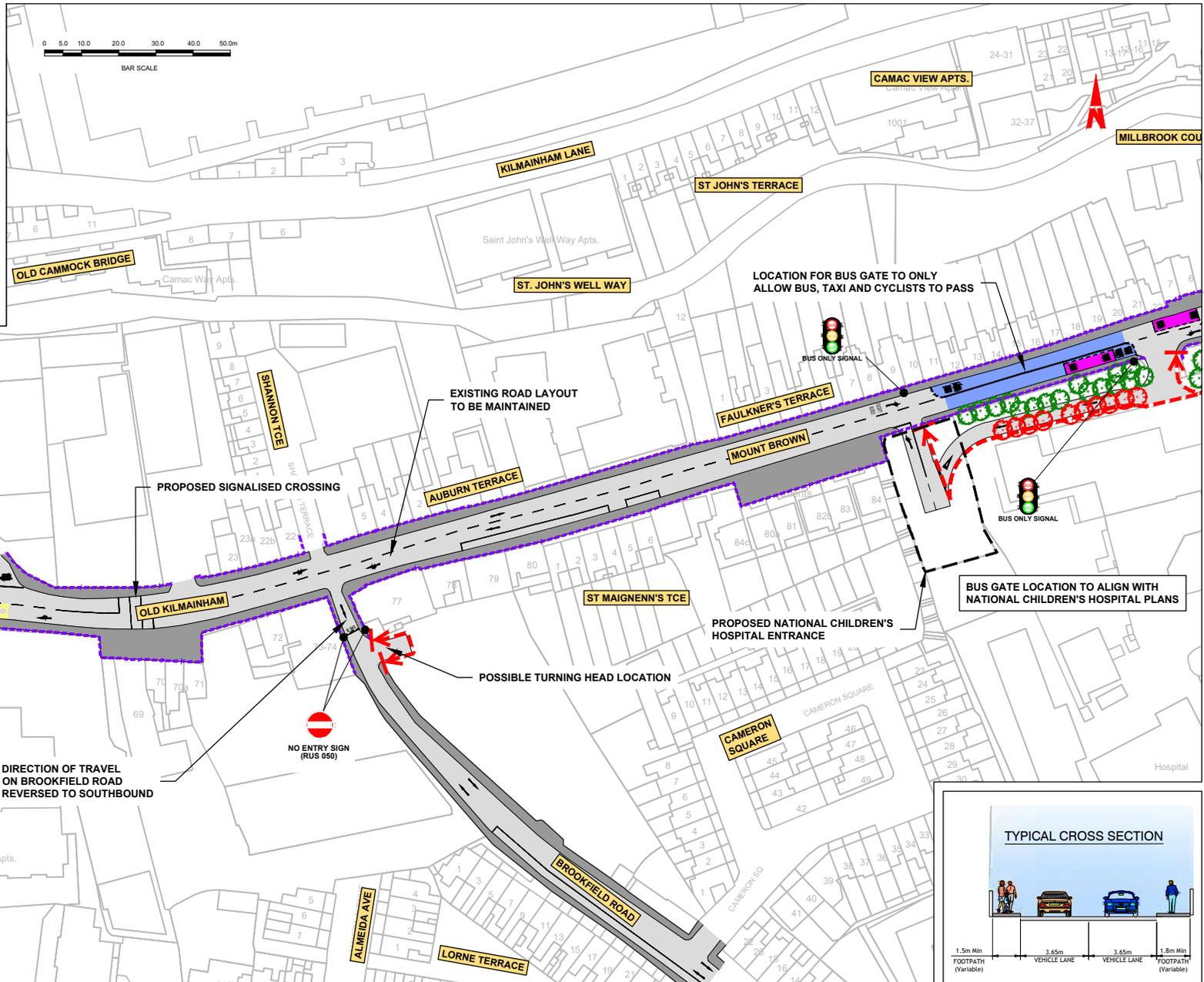
LEGEND:

-  BUS LANE
-  CYCLE TRACK
-  FOOTPATH
-  CARRIAGEWAY
-  GRASS AREA / VERGE
-  PEDESTRIAN PRIORITY ZONE
-  BUS STOP LOCATIONS
-  EXISTING TREE TO BE RETAINED
-  EXISTING TREE TO BE REMOVED
-  PROPOSED TREES
-  EXISTING BOUNDARY
-  PROPOSED NEW BOUNDARY (POSSIBLE LAND ACQUISITION)



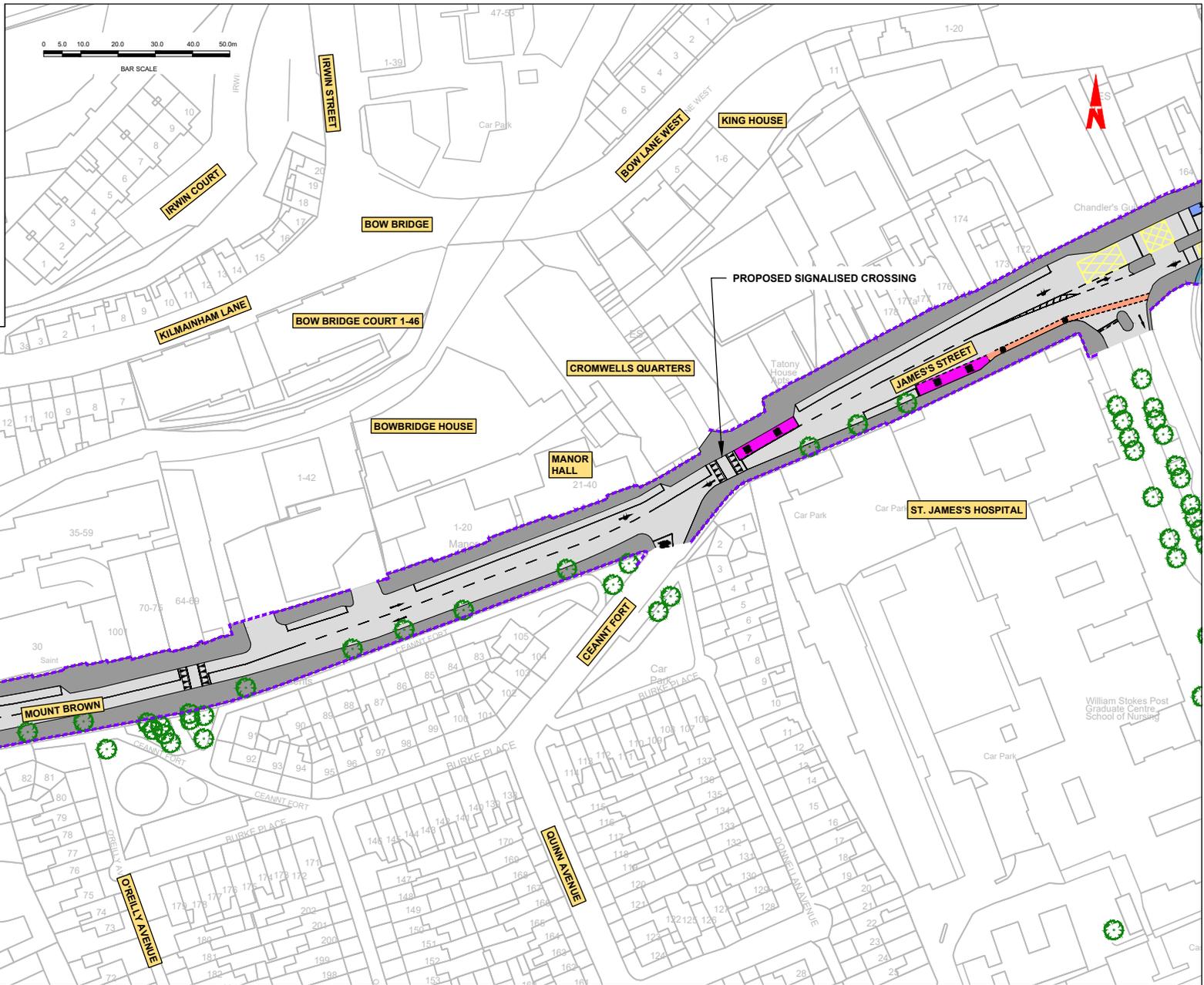
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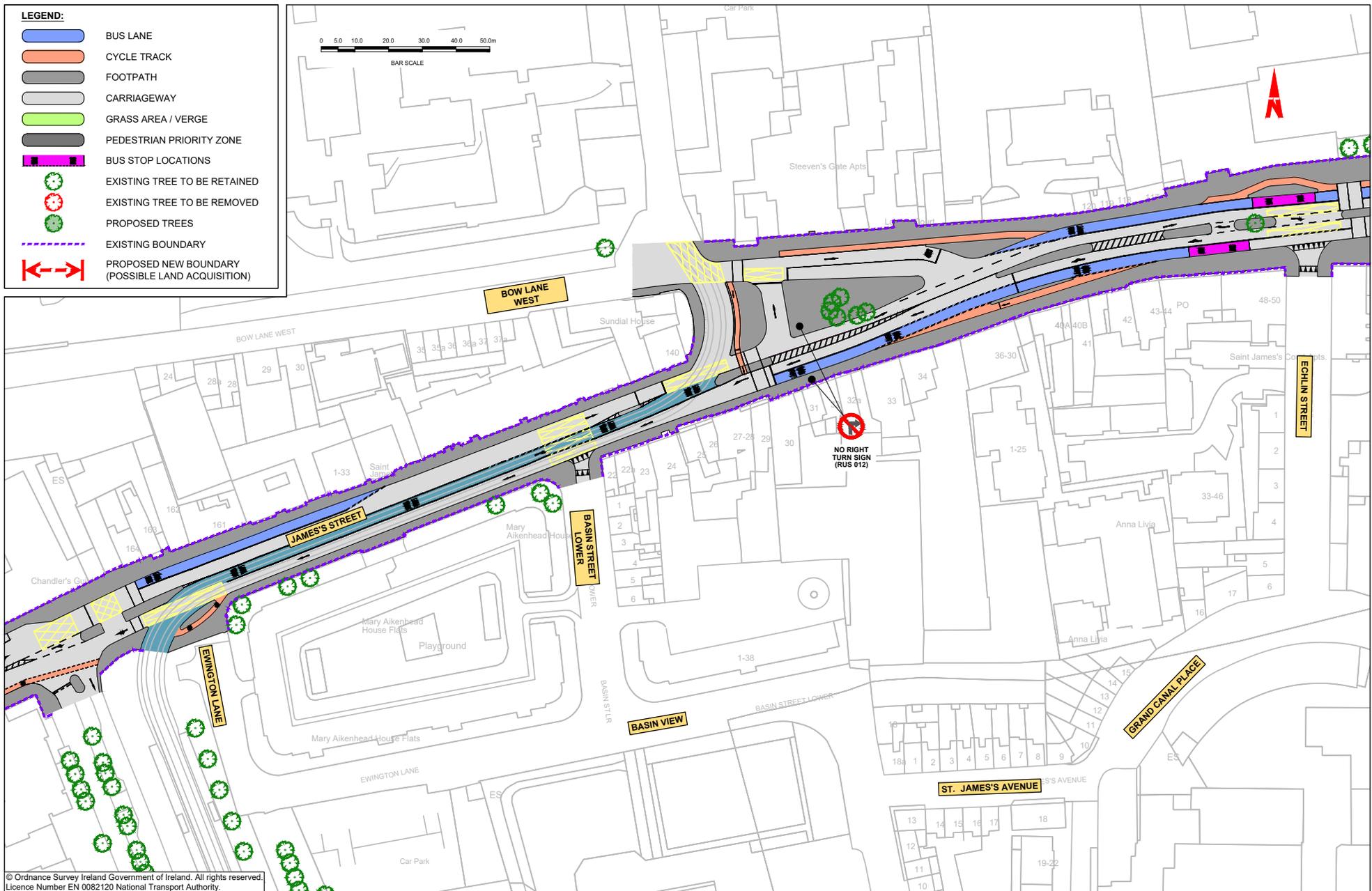
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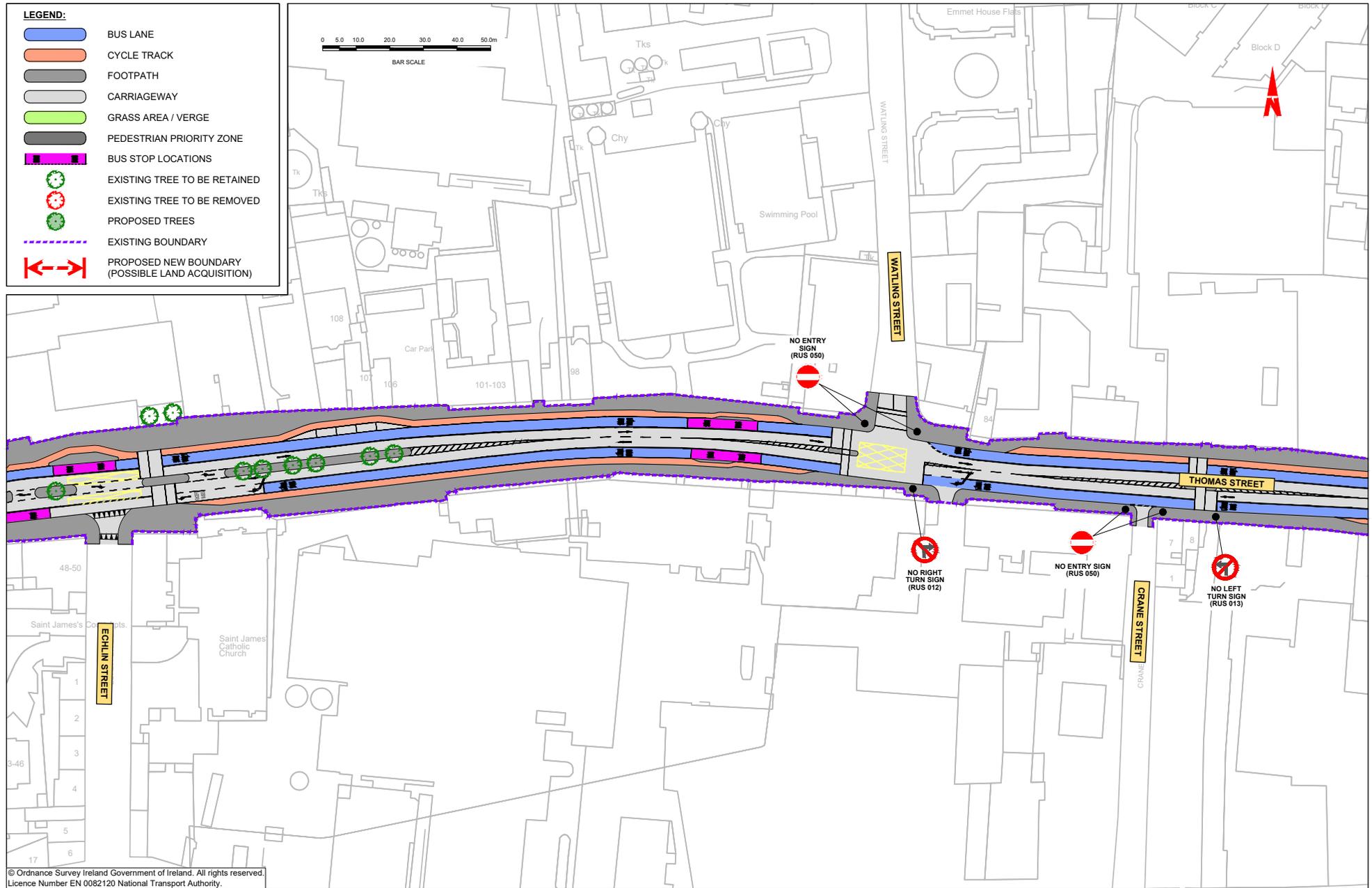


LEGEND:

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Project Ireland 2040
Building Ireland's Future