



Appendix C1

Tallaght to
City Centre
– 2nd and 3rd
Non-Statutory
Public Consultation
Submission Report



Greenhills to City Centre Core Bus Corridor

Second and Third Public Consultation Submissions
Summary Report

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1. Executive Summary

1.1. Objective of the Scheme

The aim of the BusConnects Core Bus Corridor (CBC) Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridors.

The objectives are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.2. Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the second round of public consultation, as presented on the BusConnects website:

"The BusConnects programme aims to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. This project is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040, bringing it to almost 1.55m.

The bus service is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the roll-out of the core bus corridor project.

Anne Graham, Chief Executive Officer of the National Transport Authority (NTA) said:

"In 2018, we first unveiled our plan to deliver continuous bus priority along Dublin's busiest bus corridors and high-quality cycling facilities. Through extensive public consultation and direct engagement with communities across the region, we've been able to pinpoint areas of concern along each of the sixteen routes.

"We have responded constructively to the issues raised and have put forward alternative proposals that help to mitigate many of these challenges raised by the public. This has helped to dramatically reduce the number of properties that will be impacted and to work with communities to create new public realms across the city.

“Considerable emphasis has been given to meeting the needs of the increasing number across the city choosing to cycle to work and college. We’re proposing modern infrastructure that will provide new options for children and their families to be able to cycle safely both between, and within, their local communities.

“I’m confident that the revised routes will greatly improve journey times and most importantly will reduce CO2 emissions by having more people move from their car and onto the bus. We are also moving forward to creating a fleet of low emissions vehicles with half of the fleet due to be converted to low emission buses by 2023.

“Although we are aware that a project of this scale and investment will bring challenges, BusConnects is needed now more than ever. With our cities growing, continuous bus priority and more cycle lanes will be needed to create a sustainable public transport system fit for the future. “I would invite the people of Dublin to share their views on the Preferred Route Options in the coming weeks”.

The location of each of the Emerging Preferred Route Options can be seen in Figure 1, with the Greenhills to City Centre route designated and highlighted as CBC09 among the list of sixteen, listed below:

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; and
16. Ringsend to City Centre.



Figure 1: Core Bus Corridors - Emerging Preferred Route Options

1.3. First Public Consultation

The first round of consultations on the Emerging Preferred Route Option (PRO) ran from January 2019 to April 2019, with the output from these going into the ongoing scheme development. In addition, a number of community forums and localised engagement events have been held covering the whole route, and specific areas, respectively.

87 submission were received as part of the first consultation process. A summary of the key issues raised are outlined below. The report from the PRO Public Consultation is included in Appendix B.

- Rerouting of Existing Bus Services.
- Environmental Issues.
- Issues During Construction.
- Cyclist Safety.
- Pedestrian Safety.
- Security.
- Impact on Local Businesses.
- Integration.
- Non-Compliance with Design Standards and Planning Documents.
- Walkinstown Cross Design Issues.
- Loss of Parking Facilities.
- Route and Design Issues.

- Loss (property value, revenue, loss of function, privacy etc.).
- Traffic Calming Issues.
- Accessibility Issues.
- Financing the Scheme.

1.4. Second Public Consultation

The second round of public consultations took place from the 10th of March until the 17th of April 2020 on the PRO. The COVID-19 pandemic event became an issue in Ireland at the start of this period. In response to the Irish Government and National Public Health Emergency Team's guidelines in relation to the COVID-19 pandemic the majority of the planned public information events were postponed.

The consultation period remained open until the 17th of April 2020 and submissions could be made by email or by post. All relevant information including the PRO brochures, and Emerging Preferred Route public consultation reports, were made available on the BusConnects website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone or via email/post with minutes recorded as part of the consultation process, where appropriate.

10 submissions were received as part of the second public consultation process. A summary of the key issues raised are outlined below.

- Walkinstown Cross.
- Quietway operation issues on Kildare Road/Clogher Road.
- Cycle Safety and Cycle Infrastructure Provision;
- Design Recommendations.
- Bus Service and Network.
- Impact on Local Business.
- Traffic Volumes.
- Noise, Air and Vibration.
- Landscaping.

1.5. Third Public Consultation

The NTA launched the third round of public consultations from the 4th of November 2020 until the 16th December 2020 and focused on the updated PRO for all sixteen corridors. The NTA had made refinements along each corridor to take into account feedback received by the public in the previous consultation, in addition to further technical design work and urban realm improvements along each route.

Due to the COVID-19 restrictions, an online virtual room was created to allow members of the public to take part in the consultation. The virtual room provided details of all sixteen PRO corridors with brochures and associated maps being made available to view and download.

348 submissions were received as part of the third public consultation process. A summary of the key issues raised are outlined below, along with some themes previously identified during the second stage of public consultations, where appropriate.

- Junction Layout;
- Quietway operation issues on Kildare Road/Clogher Road;
- Cycle Safety and Cycle Infrastructure Provision;

- Design Recommendations & Queries;
- Public Realm Concerns and Suggestions;
- Accessibility;
- Local Access;
- Air and Noise;
- Traffic Diversions and rat-running; and
- Traffic Modelling.

1.6. Summary of the Public Consultations

First Public Consultation

January 2019 to April 2019; 87 Submissions.

Public Information Events were held at the following locations:

- Red Cow Morans Hotel, Naas Road, 26th of February 2019.
- Dublin City Council Civic Office, 12th of March 2019.

A Community Forum Event was held at the following location:

- Our Lady's Hall, Drimnagh, Tuesday 12th of February 2019.

Second Public Consultation

March 2020 to April 2020; 10 Submissions.

Public information events postponed due to COVID-19 pandemic

Third Public Consultation

November 2020 to December 2020; 348 Submissions.

A Community Forum Event was held on 25th of November 2020.

Direct contact was made with 60 stakeholders between July 2020 and February 2021, via telephone or actual site visits, permitted during COVID-19 restrictions.

Outside the public consultations, comments were also received from community forums and resident meetings, where issues raised were considered within the design of the scheme.

2. Second Public Consultation

2.1. Overview

The second public consultation on the Tallaght to CBC Bus Corridor Preferred Route ran between the 10th of March 2020 and the 17th April 2020. Every property owner, potentially affected by the proposals, was notified by post with a one-to-one phone calls offered in lieu of face-to-face meetings.

Copies of the CBC Preferred Route consultation brochure were made available to the public at Public Information Events, by post (upon request), at the NTA office reception, as well as from the NTA's website. Relevant background technical reports were also available for download from the NTA's website.

The public were invited to make written submissions relating to the Preferred Route consultation brochure. Submissions could be made by post, email, or by hand-delivery at the reception of the NTA's offices.

2.2. Information Provided in Second Public Consultation

The COVID-19 pandemic interrupted the public consultation process from the 12th March 2020. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHET), the following changes were applied to the second round of public consultations:

- All public information events were postponed. This included the planned event relating to CBC09.
- The public consultation remained open and submissions could be made by email and by post.
- All sixteen PRO brochures continued to be available to view and download. In addition, the brochures were also available to download in HTML and Audio formats.
- Queries and questions regarding the proposals could be emailed to the BusConnects team.
- Every property owner potentially affected by the proposals was notified by post with a one-to-one telephone meeting offered in each case.

Information on the public consultation process was published in major print media from the 5th of March 2020, including the Irish Times, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Wicklow Times and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM and Nova, beginning on the 4th of March 2020. Digital media was published on Facebook, Instagram and Twitter, as well as through online advertising space booked from the 5th March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed on 18th March 2020 due to COVID-19.

The public consultation brochure provided information about the work that has been carried out as part of the BusConnects CBC Scheme.

Additional information, listed below, was made available on the BusConnects website:

- Draft Transport Modelling Report
- Proposed approach to Environmental Assessment

2.3. Summary of Public Engagement

Due to COVID-19 restrictions being imposed by Government in mid-March, planned Public Information events were impacted. Consequently, there were just 10 submissions for the Greenhills to City Centre CBC with 49 comments.

2.4. Approach to Assessing the Submissions

The review of the submissions commenced in April 2020 once the consultation period had closed. Most entries were digital (email), however, some paper bound entries were posted to the NTA. All 10 of the submissions were reviewed and categorised in order to establish their validity, potential consequence to the Scheme, and how best to address or mitigate any associated impacts.

They ranged from personal submissions sent in by residents and Local Authorities, to detailed proposals from engineering consultancies on behalf of businesses, developers, and also groups, such as the Dublin Cycling Campaign.

Responses to the general BusConnects programme, as opposed to any specific route, included positive comments on the programme and approach, but these have not been analysed for this route specific report. Some submissions were positively supportive of the Scheme, while others had only qualified support. Some submissions identified potential alternatives to be considered.

2.5. Analysis of Issues Raised by Section

The Greenhills to City Centre CBC was divided into eleven sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The eleven sections are noted below as follows;

- Section 1 - The Square Tallaght to Old Greenhills Road.
- Section 2 – Old Greenhills Road to Broomhill Estate.
- Section 3 – Greenhills Road, Broomhill to Walkinstown Cross.
- Section 4 – Walkinstown Cross.
- Section 5 – Walkinstown Road to Clondalkin-Drimnagh CBC.
- Section 6 – Drimnagh Road Crumlin Children’s Hospital.
- Section 7 – Crumlin Road to Crumlin College.
- Section 8 – Diversion through Kildare Road, Clogher Road to Parnell Road.
- Section 9 – Crumlin Road to The Coombe Hospital.
- Section 10 – Cork Street to Christchurch.
- Section 11 – Diversion through Bunting Road and Kildare Road.

In addition to the eleven sections, submissions could also be categorised as relating to ‘The Entire Scheme’, where the submission referred to multiple areas, or the Scheme as a whole.

Table 1, below, highlights the number of comments received and the Section they relate to.

	Number of Comments	Percentage
Section 1 - The Square Tallaght to Old Greenhills Road	3	6%
Section 2 – Old Greenhills Road to Broomhill Estate	1	2%
Section 3 – Greenhills Road, Broomhill to Walkinstown Cross	3	6%
Section 4 – Walkinstown Cross	5	10%
Section 5 – Walkinstown Road to Clondalkin to Drimnagh CBC	0	0%
Section 6 – Drimnagh Road Crumlin Children’s Hospital	0	0%
Section 7 – Crumlin Road to Crumlin College	1	2%
Section 8 – Diversion through Kildare Road, Clogher Road to Parnell Road	4	8%
Section 9 – Crumlin Road to The Coombe Hospital	4	8%
Section 10 – Cork Street to Christchurch	11	22%
Section 11 – Diversion through Bunting Road and Kildare Road	1	2%
The Entire Scheme	16	33%
Total	49	100%

Table 1: Distribution of Comments per Geographical Section

2.6. Profile of those Making Submissions

Of the 10 submissions received;

- 60% were from residents living within the study area; and
- 40% were from representative bodies/associations, mainly addressing design and infrastructural issues.

2.7. Themes Raised in the Submissions

All 10 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. Seven main themes were identified during this review process, as shown in Table 2, below.

Theme	Frequency
Positive Feedback	14 comments
Negative Feedback	11 comments
Cyclist Issues	23 comments
Suggestions and New Ideas	18 comments
Bus Stops	6 comments
Pedestrian Crossing	2 comments
Road Capacity	8 comments

Table 2 Comments received per Theme

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses. Appendix A provides an in-depth listing of the various issues raised per Section.

2.8. Summary of Main Issues Raised

This report identifies the key issues raised during the second public consultation process. It was found that the submissions covered a wide spectrum of views. The majority of views raised concerns about the Scheme, or elements therein, however, a number were supportive of the Scheme, identifying positives within.

The NTA wanted to establish the validity of the concerns, the potential consequences for the project, and how best to address the issue and /or mitigate any negative impacts, whilst meeting the needs of the Client and the public.

The nature of the Themes, with general and specific NTA responses to them, were considered as follows.

Theme 1: Positive Feedback

Many of the submissions received contained comments that were generally supportive of the design development from the Emerging Preferred Route designs and for the scheme objectives.

They also supported a number of design changes and improvements since the last round of public consultation, including:

- The use of protected junction designs on many of the junctions across the route were generally supported with additional requests for junctions to be altered to match a Dutch-style protected junction.
- Key design elements, including the introduction of a horizontal grass buffer between the cycle track and Greenhills Road (Maps 9-10), and the closure of the Ballymount Road Upper (map 11) were also welcomed.
- The provision of dedicated two-way cycle tracks around the Walkinstown Roundabout (Map 18) was supported with a request for further consideration to be given to the reduction of shared space, where practical, along with a request for grade separated infrastructure (bridges/underpass).
- The parking protected cycle track on Long Mile Road was a welcomed improvement from the Emerging Preferred Route design (Map 21). Similar improvements to cycling infrastructure at St Mary's Road (Map 23) was acknowledged with a request for further consideration to be given to addressing cycle movements from Kildare Road to Drimnagh Road.
- Closing Clonard Road and Bangor Road at Crumlin Road (Map 25) was welcomed as a good initiative for managing 'rat running' of traffic in the area.
- Continuous cycle tracks through Dolphin's Barn (Map 32) was a welcomed improvement from the previous Emerging Preferred Route design.
- Maintaining the median with trees on Patrick Street and Nicholas Street was a welcomed improvement to the Emerging Preferred Route design.
- The new proposed continuous cycle route and bus gate on Clogher Road (Maps 44-47) was perceived to provide a safe cycle route to the canal.

NTA Specific Response:

The proposals presented for public consultation have been termed the Preferred Route Option. These published drawings represent concept designs for consideration by the general public as part of the current public consultation process. These designs, in addition to an Environmental Impact Assessment Report (EIAR) will continue to be developed ahead of the formal submission to An Bord Pleanála.

Theme 2: Negative Feedback

Concerns were raised about the appropriateness of the consultation process with the coincident timing of COVID-19. In particular, concerns around the cancellation of public meetings and community forums were raised.

The removal of the existing cycle track along Crumlin Road was also raised along with environmental and noise impacts from the scheme.

Theme 3: Cyclist Issues

A high proportion of the submissions received contained comments associated with cycling infrastructure. A lot of the comments were cognisant of the constraints associated with facilitating new cycling infrastructure adjacent to parking, bus stops and trees, and were keen to see the provision of segregated 2m wide cycle tracks, where feasible. There were also requests for more Dutch-style junctions.

Key location specific considerations were requested/noted as follows:

- Improved cycle connectivity requested on Bunting Road, in particular towards Walkinstown Roundabout, and for a general reduction in shared space areas and 2m wide cycle tracks, where practical.

- Enhanced segregation requested on Cork Street, to address potential cyclist/parking interface issues.
- Protected cycle infrastructure requested at key junctions, including Patrick St/Dean St, Dolphin Road/Crumlin Road, Walkinstown Roundabout, and High Street/Christchurch Place.
- Concerns were raised around the quality of service on Kildare Road and concerns were raised around the number of cyclist/bus stop conflicts along Clogher Road (with a request for bus stop bypasses to be considered).

Theme 4: Suggestions and New Ideas

Various submissions provided suggestions and new ideas to be considered as part of the design development process. The following key suggestions were noted across the CBC route:

- Segregation / protection of cycle tracks as a preferred treatment to on-road cycle lanes.
- More bus stop islands to be considered in lieu of in-line bus stops.
- Cycle buffer zones to be considered at car parking locations throughout the CBC.
- Opportunities for providing additional green space / urban realm improvements along the CBC to be explored.
- Request for increased application of “Dutch style” junction usage across the CBC.
- Request to review spacing of bus stops.
- Request for greater priority for pedestrians and cyclists.
- Consideration of the introduction of congestion charging.
- Consideration of the provision of Park & Ride facilities.
- Consideration of 30km speed limit throughout.
- Consideration of greening of bus shelters.

Theme 5: Bus Stops

There were several comments that welcomed the introduction of the bus bypass islands for safety reasons. Further requests were submitted for additional bus bypass islands to be considered where inline bus stops had been shown on the designs, resulting in cyclists having to weave around the buses during boarding and alighting.

One submission also portrayed an alternative view that the use of bus bypasses was potentially not safe particularly for the visually impaired, due to the potential cyclist/pedestrian conflict at shared crossing areas.

NTA Specific Response:

Bus stop location and designs are still at the preliminary design stage; both will be considered for catchment areas and safety of user interface with cyclists and general traffic along with lands available.

The designs will continue to be developed to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also be considered in the designs.

Theme 6: Pedestrian Crossings

A number of comments were submitted regarding the removal of shared areas at pedestrian and cycle crossings, with specific requests focussing on additional pedestrian crossings at the Dolphin Road/Crumlin Road Junction.

Theme 7: Road Capacity

One of the submissions raised concerns on the potential traffic impacts and journey times on Lower Kimmage Road, Rathmines Road and Rathgar road, as part of the proposals from CBC10, CBC11 and CBC12.

Reference was also made to the potential traffic impacts on Clogher Road, and on the reliability of the traffic count data in general during the COVID-19 pandemic.

NTA General Theme Response:

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards including DMURS and in particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

3. Third Public Consultation

3.1. Overview

The third public consultation on the Greenhills to City Centre CBC PRO ran between 4th November 2020 and 16th December 2020. As before, every property owner, potentially affected by the proposals, was notified by post with a one-to-one phone calls offered in lieu of face-to-face meetings.

Copies of the revised CBC Preferred Route consultation brochure were made available to the public at Public Information Events, by post (upon request), at the NTA office reception, as well as from the NTA's website. Relevant background technical reports were also available for download from the NTA's website.

The public were invited to make written submissions relating to the Preferred Route consultation brochure. Submissions could be made by post, email, or by hand-delivery at the reception of the NTA's offices.

3.2. Information provided in Third Public Consultation

The virtual Public Consultation brochure provided information about the work that has been carried out as part of the Bus Connects CBC Study. Additional information provided on the BusConnects website is listed below.

- 2018/2019 Consultation Submission Report
- Information Brochure - Third Round of Public Consultation
- Draft RPO Report
- Proposed Approach to Environmental Assessment
- Draft Transport Modelling Report
- Urban Realm Concept Designs
- Traffic Count Data

3.3. Summary of Public Engagement

A community forum was held on the 25th November 2020. A list of attendees include the Dublin Cycling Campaign, D12 Bus, Crumlin Residents Group, Crumlin Community Cleanup, Terenure West Residents, Dublin Commuter Coalition, Crumlin Road Residents Group, Cllr Deirdre Conroy, Cllr Maria Devine, Cllr Darragh Moriarty, Cllr Tina McVeigh, Orwell Park Residents, Cllr Pat Dunne, Records Residents Association, Dublin Commuter Coalition, Cllr Eoin O'Broin, Catherine Scuffil (Historian in Residence), Back of the Pipes Residents Association.

There were 348 submissions for the Greenhills to City Centre CBC with 1545 comments.

3.4. Approach to Assessing the Submissions

The review of the submissions commenced in December 2020 once the third round of consultation had closed. Most entries were digital (email), however, some paper bound entries were posted to the NTA. All 348 of the submissions were reviewed and categorised in order to establish their validity, potential consequence to the Scheme, and how best to address or mitigate any associated impacts.

They ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

Responses to the general BusConnects programme, as opposed to any specific route, included positive comments on the programme and approach, but these have not been analysed for this route specific report. Some

submissions were positively supportive of the Scheme, while others had only qualified support. Some submissions identified potential alternatives to be considered.

3.5. Analysis of Issues Raised by Section

As for the second Public Consultation, the CBC was divided into eleven sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The eleven sections are noted as follows:

- Section 1 - The Square Tallaght to Old Greenhills Road
- Section 2 – Old Greenhills Road to Broomhill Estate
- Section 3 – Greenhills Road, Broomhill to Walkinstown Cross
- Section 4 – Walkinstown Cross
- Section 5 – Walkinstown Road to Clondalkin-Drimnagh CBC
- Section 6 – Drimnagh Road Crumlin Children’s Hospital
- Section 7 – Crumlin Road to Crumlin College
- Section 8 – Diversion through Kildare Road, Clogher Road to Parnell Road
- Section 9 – Crumlin Road to The Coombe Hospital
- Section 10 – Cork Street to Christchurch
- Section 11 – Diversion through Bunting Road and Kildare Road

In addition to the eleven sections, submissions could also be categorised as relating to ‘The Entire Scheme’, where the submission referred to multiple areas, or the Scheme as a whole.

Based on submissions received up to 27th January 2021, Table 3 below, highlights the number of comments received and the Section they relate to.

	Number of Comments	Percentage
Section 1 - The Square Tallaght to Old Greenhills Road	7	0%
Section 2 – Old Greenhills Road to Broomhill Estate	5	0%
Section 3 – Greenhills Road, Broomhill to Walkinstown Cross	23	1%
Section 4 – Walkinstown Cross	8	1%
Section 5 – Walkinstown Road to Clondalkin-Drimnagh CBC	18	1%
Section 6 – Drimnagh Road Crumlin Children’s Hospital	11	1%
Section 7 – Crumlin Road to Crumlin College	158	10%
Section 8 – Diversion through Kildare Road, Clogher Road to Parnell Road	399	26%
Section 9 – Crumlin Road to The Coombe Hospital	40	3%
Section 10 – Cork Street to Christchurch	49	3%
Section 11 – Diversion through Bunting Road and Kildare Road	2	0%
The Entire Scheme	825	53%
Total	1545	100%

Table 3: Distribution of Comments per Geographical Section

3.6. Profile of those Making Submissions

Of the 348 submissions received:

- 81% were from residents living within the study area;
- 8% were from relevant organisations;
- 3% were from businesses; and
- 8% were from public representatives, mainly addressing design and infrastructural issues.

3.7. Themes Raised in the Submissions

All 348 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. Ten main themes were identified during this review process, as shown in Table 4, below.

Theme	Frequency
Positive Feedback	90 comments
Negative Feedback	35 comments
Design Queries	100 comments
Kildare Road Quietway	241 comments
Protected Cycling/Cycling in General	64 comments
Landscaping and Public Realm	59 comments
Public Consultation	57 comments
Suggestions	61 comments
Bus Stops	45 comments
Accessibility	37 comments

Table 4: Comments received per Theme

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses. Appendix A provides an in-depth listing of the various issues raised per Section.

3.8. Summary of Main Issues Raised in the Third Public Consultation

This report identifies the key issues raised during the third public consultation process. It was found that the submissions covered a wide spectrum of views. The majority of views raised concerns about the Scheme, or elements therein, however, a number were supportive of the Scheme, identifying positives within.

The NTA wanted to establish the validity of the concerns, the potential consequences for the project, and how best to address the issue and /or mitigate any negative impacts, whilst meeting the needs of the Client and the public. In this regard, what is most important to the NTA is identifying the issues, as opposed to how many submissions were received on the issue.

The nature of the Themes, with specific NTA responses to them, were considered as follows.

Theme 1: Positive Feedback

The majority of positive comments mentioned the proposed Scheme's contribution to the economy and sustainable transport with improved bus journey times and overall public transport efficiency.

Comments were included which welcomed the proposed cycle routes and hoped for implementation of the BusConnects proposals as soon as possible.

NTA Specific Response:

The proposals presented for public consultation have been termed the Preferred Route Option. These published drawings represent concept designs for consideration by the general public as part of the current public consultation process. These designs, in addition to an Environmental Impact Assessment Report (EIAR) will continue to be developed ahead of the formal submission to An Bord Pleanála for approval.

Theme 2: Negative Feedback

Comments were received from residents and communities expressing concern on expected traffic increases and the potential for rat-running via side roads to avoid the proposed bus routes.

Fears were also expressed for the loss of local access to amenities, schools and shops caused by traffic restrictions within the scheme, and that uninterrupted access for emergency services should not be sacrificed.

Some comments noted that residents have not been considered adequately in the proposed designs and that the scheme is unnecessary, unworkable and a waste of public funds.

NTA Specific Response:

The potential impact of the CBC09 scheme in relation to traffic impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA as part of the planning submission to An Bord Pleanála. A cumulative traffic impact assessment will also be considered within the EIA to review any collective issues between corridors and within the residual road network within proximity to the corridors.

The COVID-19 pandemic coincided with the public consultation from 4th November 2020. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHET) public gatherings could no longer be directly facilitated at the time of consultation. Notwithstanding the above, direct submissions and feedback were still facilitated within the consultation process.

The various issues raised in this consultation process will feed into the final designs and as part of this process, consideration will be given to the concerns raised.

Theme 3: Design Queries

A number of submissions raised general design queries relating to junction kerb radii, footpath widths and accessibility for the disabled, additional pedestrian crossings and land acquisition to accommodate bus lanes and cycle tracks.

Several suggestions/challenges were made within the submissions:

- The proposed realignment of Greenhills Road, near the Parkview residential area, was challenged due to its effect on the locality.
- The Dolphin's Barn Village (Part 8) proposals should be progressed as soon as possible without having to relying on the outcome of the BusConnects Scheme.
- Additional right/left turn bans should be introduced.
- Cycle safety issues at junctions, where large vehicles are manoeuvring, should be assessed for blind spot visibility.
- Traffic calming measures and general enforcement measures should be proposed.
- Further clarity is requested for the proposed junctions signalling/staging.
- Speed limit reductions should be introduced in some areas.
- The adoption of DMURS should be more widely utilised.
- The shared pedestrian/cyclist zones at junctions and crossings will lead to potential conflict.

Theme 4: Kildare Road /Clogher Road Quietway with bus-only sections

Numerous comments raised concerns about reduced air quality and the adverse effects associated with rat-running, and increased traffic, on the health and safety of local residents, in particular from the adjacent Kimmage to City Centre route (CBC11).

Other submissions raised concerns that local residential access will be negatively impacted but that further urban realm improvements could be introduced to the area.

NTA Specific Response:

The potential impact of the CBC09 scheme in relation to traffic impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA as part of the planning submission to An Bord Pleanála. A cumulative traffic impact assessment will also be considered within the EIA to review any collective issues between corridors and within the residual road network within proximity to the corridors.

Theme 5: Protected Cycling / Cycling in General

The comments submitted in relation to cyclists varied. A number of submissions expressed concern in areas of conflict, especially for members of public who may have mobility or vision impairments, at bus stops and parking/loading bays, and that physical segregation should be considered standard design practice.

Others queried the removal of the existing cycle lane on Crumlin and suggested the extension of cycling infrastructure and linkages (including cycle bus routes) between CBC's.

NTA Specific Response:

Cycle tracks will have physical segregation from traffic and pedestrians where possible, at junctions cyclists will have to travel at road level but will be protected by traffic islands and priority traffic signalling.

Bus stops will have designated pedestrian crossing points and conflict areas at junction crossings will be signed and marked.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

Accessibility will be considered and provided in line with current design standards. Accessibility audits carried out as part of the design process will also be considered and designs will be amended where required to provide for vulnerable road users.

Theme 6: Landscaping and Public Realm

A general concern was raised regarding the loss of existing trees along the route, but moreso at Cork Street and St. Lukes Avenue. The benefits of greenery were highlighted with a request for additional planting, and urban realm improvements, to add to the amenity value between (and outside of) the proposed routes.

Specific requests were made for improved public realm development at Dolphin's Barn, Cork Street and St. Luke's Avenue, retaining or replanting trees, where practical.

NTA Specific Response:

Existing trees have been assessed by an arboriculturist, and where practicable, existing trees will be preserved. Overall, the BusConnects scheme will increase the number of trees along the scheme and contains a number of public realm improvements.

Theme 7: Public Consultation

Some comments queried the public consultation process during lockdown, suggesting that it may have disadvantaged parts of the population, including the elderly and non-computer literate, within the limited consultation window.

Some comments suggested that the online consultation rooms were difficult to decipher or extract relevant information; in particular the effect of the proposed bus corridors on residents of local streets.

Others comments suggested that detailed traffic modelling was unavailable for all routes, or carried out in isolation of other routes, no traffic modelling available for all four routes.

NTA Specific Response:

The NTA recognises that the current COVID-19 restrictions have had an impact on the public consultation process.

The NTA have also requested a one to one meeting with residents to further discuss possible issues.

Traffic modelling is ongoing and an iterative process. When ongoing design refinements have been completed for the current stage of design, traffic modelling will be revised and made available.

Theme 8: Suggestions

A number of suggestions were made within the submissions to:

- Provide bike parking at bus stops;
- Provide covered and secure cycle parking;
- Construct a Metro network along with / instead of the BusConnects scheme;
- Curtail the CBC9 scheme and start it after the M50 bridge;
- Adopt an alternative design for Greenhills Road at Parkview;
- Extend cycle lanes into the side streets; and
- Carry out a demand management study.

NTA Specific Response:

The overall aim of BusConnects is to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200kms of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre.

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes. All suggestions will be reviewed and considered though it may not be possible to take forward all suggestions as they may conflict with other objectives and requirements.

Theme 9: Bus Stops

The location and frequency of bus stops was queried in some submissions, and a request was made for bus stops with shelters and seating.

A review was proposed in locations that will better serve local residents and hospitals, reinstate existing stops and rationalise the frequency of bus stops along the corridor.

Bus stop bypasses were welcomed by some, but accessibility and visually impaired organisations have queried their safety.

NTA Specific Response:

Bus stop locations have been proposed to optimise usage and frequency considering overall local usage. Final locations are currently under review.

Theme 10: Accessibility

A high number of submissions were received raising concerns on kerb heights, the location of street furniture, pavement texture, cyclist/pedestrian interfaces at bus stops and junction crossings, and footpath widths where mobility and visually impaired or vulnerable pedestrians may be affected.

Concerns were also raised on behalf of mobility impaired members of the public who rely on cars for commuting and shopping.

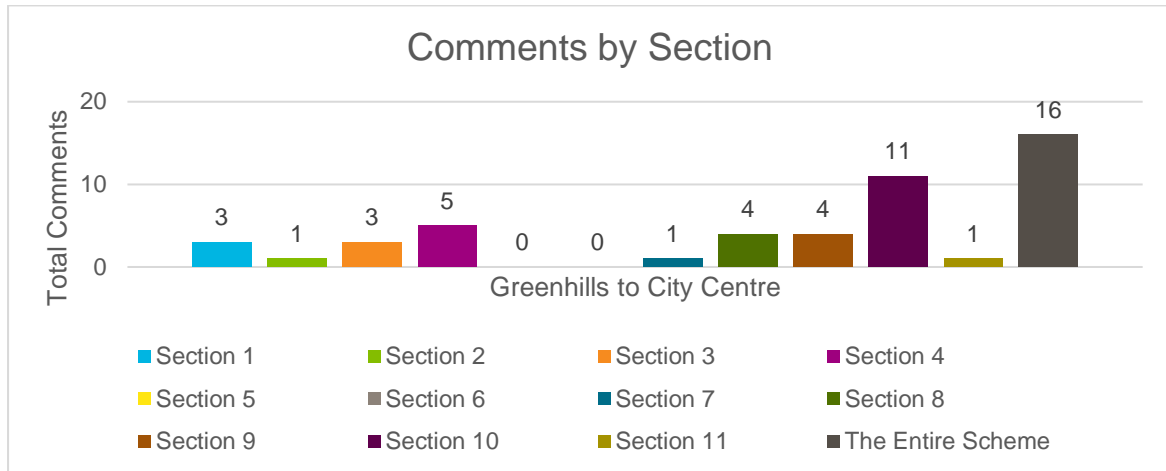
NTA Specific Response:

Accessibility will be considered and provided in line with current design standards. Accessibility audits carried out as part of the design process will also be considered and designs will be amended where required to provide for vulnerable road users.

Appendix A - Summary of Issues Raised by Route Section in Second and Third Public Consultations

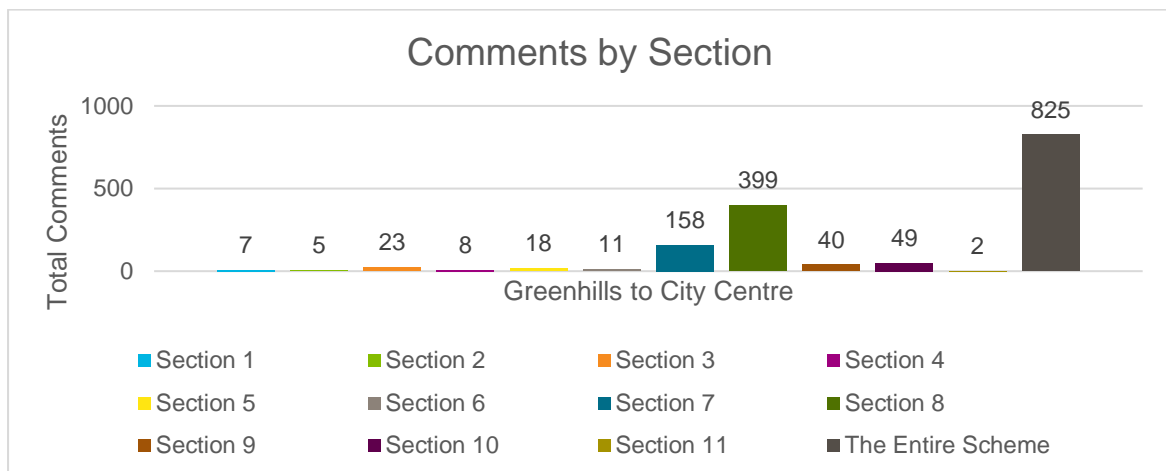
Second Consultation

The distribution of comments across the various sections of the scheme can be seen below.



Third Consultation

The distribution of the 348 comments across the various sections of the scheme can be seen below.



The distribution of the issues identified across the various sections of the scheme can be seen below.

Issue	Comments	Description / Location
Theme 1	90	Positive Feedback
Theme 2	35	Negative Feedback
Theme 3	100	Design Queries
Theme 4	241	Kildare Road Quietway
Theme 5	64	Protected Cycling/Cycling in General
Theme 6	59	Landscaping and Public Realm
Theme 7	57	Public Consultation
Theme 8	61	Suggestions
Theme 9	45	Bus Stops
Theme 10	37	Accessibility

