



## **Appendix C2**

Clondalkin to  
Drimnagh  
– 2nd and 3rd  
Non-Statutory  
Public Consultation  
Submission Report



# Clondalkin to Drimnagh Core Bus Corridor

Second and Third Public Consultation Submissions  
Summary Report

BCIDA-ACM-PRW\_PC-0008\_XX\_00-RP-ZZ-0001

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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 CO<sub>2</sub> 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 Clondalkin to Drimnagh route designated and highlighted as CBC08 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.

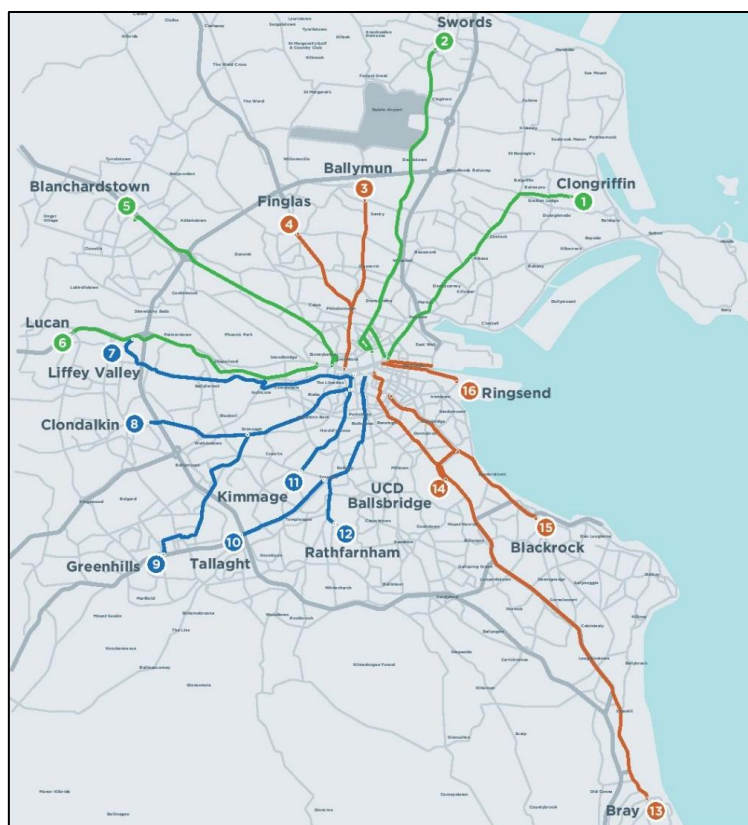


Figure 1: Core Bus Corridors - Emerging Preferred Route Options

## 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.

13 submissions 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.

- Cyclist Safety;
- Left Turn Slip Lanes and associated unsegregated cycle lanes;
- Accessibility and Disability Requirements;
- Pedestrian Safety, particularly the lack of safe crossings along this corridor;
- Bus Route Issues;
- Predominance of Heavy Goods Vehicles (HGV's) in this heavily commercial area; and
- Environmental Impacts.

## 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.

7 submission were received as part of the section public consultation process. A summary of the key issues raised are outlined below.

- Positive Feedback;
- Cyclist Issues;
- Suggestions and New Ideas;
- Bus Stops;
- Pedestrian Crossing;
- Road Capacity; and
- Request for Information

## 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.

141 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.

- Woodford Walk Congestion;
- SW Quadrant Traffic;
- Cyclist and Pedestrian Facilities;
- Positive Feedback;
- Cyclist and Pedestrian Bridge;
- Suggestions;
- Pedestrian Crossings;
- Bus Stops;
- Land Take;
- Future Development; and
- Trees.

## 1.6 Summary of the Public Consultations

### First Public Consultation

November 2018 to March 2019; 13 Submissions.

Public Information Events were held at the following locations:

- Our Lady's Hall, Mourne Road, 19<sup>th</sup> of February 2019.
- Clayton Hotel Liffey Valley, 28<sup>th</sup> of February 2019.
- Dublin City Council Civic Office, 12<sup>th</sup> of March 2019.

A Community Forum Event was held at the following location:

- Our Lady's Hall, Drimnagh, Tuesday 12<sup>th</sup> of February 2019.

## **Second Public Consultation**

March 2020 to April 2020; 7 Submissions.

Public information events postponed due to COVID-19 pandemic.

## **Third Public Consultation**

November 2020 to December 2020; 141 Submissions.

Community forum held on 25<sup>th</sup> of November 2020.

Direct contact was made with hundreds of 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 Clondalkin to Drimnagh CBC PRO 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 CBC08;
- 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; and
- 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; and
- 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 7 submissions for the Clondalkin to Drimnagh CBC with 31 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 7 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 Clondalkin to Drimnagh CBC was divided into four sections, and the issues raised in each submission were entered and categorised in the database by geographical section, issue type and comment type. The four sections are noted below as follows:

- Section 1 – New Nangor Road;
- Section 2 – Naas / Long Mile Junction;
- Section 3 – Naas Road to Walkinstown Avenue; and
- Section 4 – Long Mile Road to tie into Greenhills to City Centre.

In addition to the four 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.

The majority of the 7 submissions related to several sections, with Section 3 and the ‘The Entire Scheme’ receiving the largest proportion (2 submissions per Section).

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

	Number of Comments	Percentage
Section 1 – New Nangor Road;	8	26%
Section 2 – Naas / Long Mile Junction;	5	16%
Section 3 – Naas Road to Walkinstown Avenue; and	8	26%
Section 4 – Long Mile Road to tie into Greenhills to City Centre.	1	3%
The Entire Scheme	9	29%
<b>Total</b>	<b>31</b>	<b>100%</b>

Table 1: Distribution of Comments per Geographical Section

## 2.6 Profile of those making Submissions

Of the 7 individual submissions received;

- 14% were from residents living within the study area;
- 57% were from representative bodies/associations, mainly addressing design and infrastructural issues; and
- 29% were from Local Authorities.

## 2.7 Themes Raised in the Submissions

All 7 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	3 comments
Cyclist Issues	10 comments
Suggestions and New Ideas	7 comments
Bus Stops	5 comments
Pedestrian Crossing	2 comment
Road Capacity	1 comment
Information Request	3 comment

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 the 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. 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 a general NTA response to them, were considered as follows.

### Theme 1: Positive Feedback

A number of the submissions received contained comments that were generally supportive of the principles underpinning the design proposals and for the Scheme objectives.

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

- Recognition that protection of cyclists needs to be considered within design decisions;
- The use of Dutch-style protected junctions along New Nangor Road;
- The grade separation of pedestrians and cyclists at the hamburger junction on Naas Road; and
- The horizontal grass buffer between the cycle track and Naas Road.

The submissions were also welcoming of the fact the Clondalkin to Drimnagh CBC proposed route design respects the existing boundaries of the public realm and requires minimal land acquisition.

### Theme 2: Cyclist Issues

A high proportion of the submissions received contained comments associated with cycling infrastructure and were a mix of favourable and critical. A number of submissions identified issues with the proposed design, as well as with the perceived safety of cyclists on this route. Some of the issues raised included:

- Issues with how cyclists safely cross the road at the Walkinstown Avenue Junction towards Long Mile Road (Map 9);

- A request for continuous raised cycle track and footpath at private entrances and minor side roads;
- A request to use a Dutch-style protected junction at the Woodford Walk Junction (Map 1);
- Issues with the two-way cycle track on New Nangor Road (Map 6) ending suddenly with nowhere for cyclists to go, when heading outbound from the city;
- Issues with the inverted two-way cycle track along New Nangor Road / Naas Road (Maps 6-8), where cyclists are required to cycle in the right lane;
- Consideration to be given to parking along the protected cycle track on Long Mile Road (Map 11);
- Consideration to be given to the Liberties Greening Strategy and associated projects, including a general commitment to increase green infrastructure and maximise the potential for sustainable mobility (walking and cycling); and
- Concern regarding the acceptance and use, by the public, of the overbridge at Long Mile / Naas Road Junction.

### Theme 3: 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:

- An alternative layout to the currently proposed CBC right turn lane from Naas Road into Walkinstown Avenue, which removes the existing left turn slip lane;
- An alternative layout for vehicles seeking to turn left from Walkinstown Avenue onto Naas Road;
- A suggestion that the right-turn flare, accommodating right turning vehicles from Walkinstown Avenue to Long Mile Rd West, be extended and not shortened;
- Relocating the proposed pedestrian crossing facility at the Kylemore Luas Interchange 10m north-eastwards of its proposed location;
- Moving the location of a number of bus stops to allow for a bus stop bypass;
- A suggestion to rename the route " New Nangor Road at M50 overbridge to Drimnagh";
- Provision of a pedestrian crossing at Woodford Walk on the New Nangor Road Junction;
- A proposal to provide a two-way cycle path north of the central abutment under the M50 bridge, to allow for a westbound bus lane south of the central abutment;
- A suggestion to remove the proposed signals at Riverview and New Nangor Road Business Parks Junction; and
- A suggestion to increase the width of a bus lane on the right turn into New Nangor Road (Map 7), to allow sufficient space for manoeuvring within the lane.

### Theme 4: Bus Stops

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

- Reinstating bus stops removed from Walkinstown Avenue; and
- Relocation of a number of bus stops, to include for additional bus stop bypasses. Where this is not feasible, a request was made to adopt a similar design layout to CBC6 (Map 28).

### Theme 5: Pedestrian Crossings

A number of comments were submitted regarding the safety and design of pedestrian crossings. The following key observations were noted across the CBC route:

- A pedestrian crossing connection to the Greenway was removed, even though the demand still remains; and
- The provision of a pedestrian overbridge at the Naas Road Junction (Map 7) is contradictory to the approach taken at Kennelsfort Road, where a street level pedestrian / cycle crossing is proposed, despite the existence of a less complex overbridge. The concern is in regards to its acceptance and use by the public, and whether railings are required to direct pedestrians and cyclists onto the bridge, similar to many other European cities.

### Theme 6: Road Capacity

One comment was submitted regarding road capacity. It suggested the provision of a westbound bus lane under M50 bridge to keep bus continuity throughout the route (Map 2).

### Theme 7: Information Request

Several comments were submitted regarding the request for further information. The following key requests were made across the CBC route:

- Can the roundabout remain in its present state, with no traffic lights, as traffic lights on private entrances are extremely rare in South Dublin County Council (Map 3).
- Confirmation that pedestrian crossing facilities are proposed across the LUAS lines on the western side of the junction, as illustrated on the drawings, and that a footpath is proposed to provide a safe connection to the outbound platform at Kylemore LUAS interchange (Map 9).
- Could this new controlled crossing facility, mentioned above, could be relocated approximately 10m northeast of its proposed location (Map 9).

#### **General NTA Response to Themes:**

*The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. 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 Clondalkin to Drimnagh CBC PRO ran between 4<sup>th</sup> November 2020 and 16<sup>th</sup> 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 Public Consultation brochure provided information about the work that has been carried out as part of the Bus Connects Core Bus Corridor 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 141 submissions for the Clondalkin to Drimnagh CBC with 161 comments.

## 3.4 Approach to Assessing the Submission

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 141 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 four 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 four sections were;

- Section 1 – New Nangor Road
- Section 2 – Naas / Long Mile Junction
- Section 3 – Naas Road to Walkinstown Avenue
- Section 4 – Long Mile Road to tie into Greenhills to City Centre.

In addition to the four 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 3, below, highlights the number of comments received and the Section they relate to.

	Number of Comments	Percentage
Section 1 – New Nangor Road;	68	48%
Section 2 – Naas / Long Mile Junction;	3	2%
Section 3 – Naas Road to Walkinstown Avenue; and	3	2%
Section 4 – Long Mile Road to tie into Greenhills to City Centre.	2	1%
The Entire Scheme	65	46%
<b>Total</b>	<b>141</b>	<b>100%</b>

**Table 3: Distribution of Comments per Geographical Section**

## 3.6 Profile of those Making Submissions

Of the 141 individual submissions received:

- 66% were from residents living within the study area;
- 1% were community groups within the study area;
- 1% were from local authorities within the study area, and
- 32% of the submissions were received from public representative, public bodies or others and mainly address design and infrastructural issues.

## 3.7 Themes Raised in the Submissions

All 141 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. Eleven main themes were identified during this review process, as shown in **Error! Reference source not found.**, below.

Theme	Frequency
Woodford Walk Congestion	67 comments
SW Quadrant Traffic	62 comments
Cyclist / Pedestrian Facilities	14 comments
Positive Feedback	3 comments
Cyclist / Pedestrian Bridge	3 comments
Suggestions	4 comments
Pedestrian Crossings	2 comments
Bus Stops	2 comments
Land Take	2 comments
Future Development	1 comment
Trees	1 comment

**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

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 general and specific NTA responses to them, were considered as follows.

### Theme 1: Woodford Walk Congestion

A significant number of submissions received contained comments on the proposal to remove the slip lanes at the Woodford Walk / New Nangor Road junction, expressing concern that the lane removal may result in an increased level of congestion in the Woodford Estate. Others referred to congestion as a result of recent works carried out at the nearby Woodford Hill Roundabout.

#### **NTA Specific Response:**

*Left turn slip lanes create a point of conflict between cyclists and left turning traffic, and the design principles of BusConnects advise that these should be removed and replaced with cycle protected junctions.*

*Traffic modelling is ongoing and the Woodford Walk junction design will be finalised once this information becomes available.*



## Theme 2: South West Quadrant Traffic

A number of submissions raised general concerns about access to available traffic information and on the approach taken to assess the Scheme's traffic impact rather than analysis by individual corridor.

### **NTA Specific Response:**

*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 3: Cyclist and Pedestrian Facilities

The comments submitted in relation to cyclists were a mixture of favourable and critical. A number of submissions addressed problems with the proposed design, as well as the safety of cyclists on this route. Requests were made on a number of design principles along the scheme, including increased cycle track segregation (with grassed buffers), protected cycle parking spaces and for the provision of secure cycle parking.

Suggested improvements, since the second round of public consultation, included requests to upgrade all junctions to Cycle Optimised Protected Signals (CYCLOPS), or Dutch-style, junctions with care taken to ensure cyclists are not placed in HGV blind spots.

The Woodford Walk junction was subject to concerns for cyclist safety, in particular for right turning cyclists from Woodford Walk to New Nangor Road. It was requested that cycle facilities be extended down Woodford Walk, and noted that the existing kissing gate (on the greenway) is difficult for some bikes and people to negotiate.

There was also a request for a segregated cycle route along Long Mile Road, between the New Nangor Road / Naas Road / Long Mile Road junctions.

### **NTA Specific Response:**

*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 Accessibility Audit of the scheme.*

*Traffic modelling is ongoing and junction design solutions will be finalised once this information becomes available. Optimum junction layouts along the scheme have been determined on a case by case basis, with a number of factors being taken into account. These include junction operation, anticipated users and existing constraints.*

*The Woodford Walk junction and its connection to the N10 Grand Canal Greenway is under review with a view to providing a safe transition for pedestrians and cyclists between Woodford Walk and the Greenway / New Nangor Road.*

*Cycle parking will be provided in the vicinity of all bus stops along the route where space allows. An existing cycle lane is present along the majority of the Long Mile Road between the Naas Road / New Nangor Road and Walkinstown Avenue junctions. This section is outside the scope of the CBC route and proposed cycle tracks have been designed to tie in to existing facilities where they are present.*

## Theme 4: Positive Feedback

A number of positive comments were submitted. The aspects of the scheme that attracted positive comments are listed as follows:

- New routes linking to the Luas were welcomed;
- Support for safe design, regards to separating cyclists from motorised vehicles;
- Support for the improvements in Cyclops-style junction along New Nangor Road;
- Support for bus stop bypasses that provide continuous safe cycling; and
- General support for improved urban realm and pedestrian facilities.

### Theme 5: Pedestrian / Cyclist Bridge

Comments made on the pedestrian / cyclist bridge were largely in favour of the bridge, with a number of submissions making recommendations on the proposed bridge form, requesting that pedestrian bridge examples from the Netherlands be considered. One submission requested that an underpass be proposed instead of the pedestrian bridge, and queried whether the proposed ramps (at the Maxol petrol station) were accessible at ground level.

#### **NTA Specific Response:**

*An option for a network of underpasses has been considered during option development and ruled out for a number of reasons. These include a perceived security risk to those using the underpasses as they would be obscured from view with the potential for increased anti-social behaviour, as well as constructability issues.*

*The proposed design of the cyclist pedestrian bridge is at option development stage. The form and detailed design of the pedestrian / cyclist bridge will be completed at a later stage.*

### Theme 6: Suggestions and New Ideas

A number of suggestions were made within the submissions:

- It was requested to carry out auto-track analysis at Oak Road junction due to high volumes of HGV traffic (Map 4).
- It was suggested to reduce the speed limit to 30km/h across the scheme to improve compliance.
- It was suggested that cognisance be taken of the planning permission application at Walkinstown Avenue.
- It was suggested that there is insufficient bus and Luas capacity for the residents of Bluebell, and increased capacity should be planned for, given the proposed residential development in the area.

#### **NTA Specific Response:**

*Swept path analysis was carried out at all junctions using a 16.5m articulated vehicle where appropriate, to ensure the layouts are fit for purpose.*

*The NTA are aware of planning applications made in the area and are communicating with developers where appropriate.*

*The capacity along key bus corridor routes will be considered as part of the New Dublin Area Bus Network programme.*

### Theme 7: Pedestrian Crossings

Comments regarding pedestrian crossing were made in relation to the location of and use of shared crossings. There was concern that shared space at crossings could be an issue, with footways not being wide enough to accommodate cyclists and pedestrians.

The use of raised tables and shared crossings on Long Mile Road was also queried.

#### **NTA Specific Response:**

*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.*

*Raised tables have been positioned in close proximity to schools, and in locations with sufficient footway space to accommodate those waiting to cross. Footway widths along Long Mile Road are generally wider than standard which will allow waiting space for large groups.*

### Theme 8: Bus Stops

Two comments were received from the third public consultation regarding bus stops, along with a request to review bus stops along New Nangor Road, introducing bus stop bypasses, where feasible (Map 1).

In addition, a query has been made on the removal of the southbound bus stop on Walkinstown Avenue.

#### **NTA Specific Response:**

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

*On Walkinstown Avenue, alternative inbound bus stops are located within a satisfactory distance of one another in either direction of the removed bus stop. The proposed bus stop locations are also located in close proximity of pedestrian crossings.*

### Theme 9: Land Take

There were two comments submitted regarding land take; noting locations where it was required and objecting to land take from gardens, unless required to maintain existing tree.

#### **NTA Specific Response:**

*Land take has been proposed only in locations where it is essential to the delivery of bus priority, and for cycle and pedestrian provision along the route.*

### Theme 10: Future Development

One submission commented that the Clonburris Strategic Development Zone (SDZ) was not catered for by the proposed route, requesting clarity that this new town will be provided for in later plans.

#### **NTA Specific Response:**

*The Clonburris SDZ is located in close proximity to the D1 and D3 spine branches, as well as additional bus routes identified on the BusConnects Revised Network Map. Future bus routes will be considered as part of the New Dublin Area Bus Network programme.*

### Theme 11: Trees

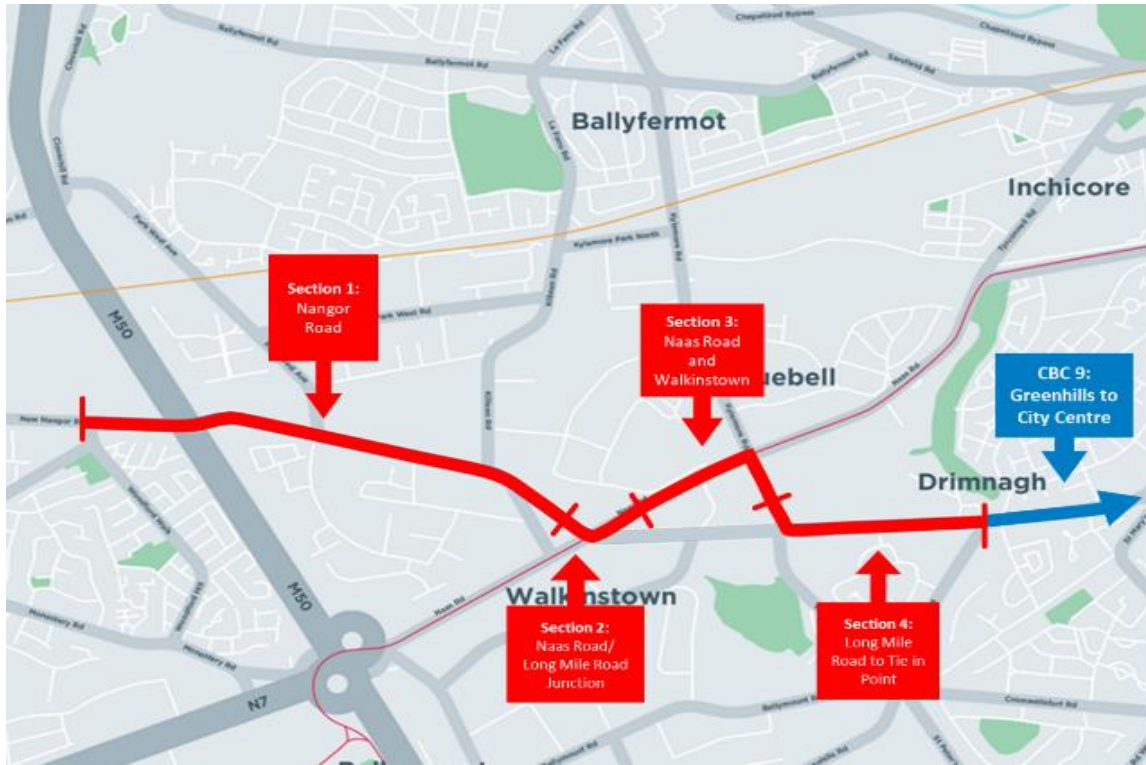
One submission was concerned that trees being removed were not being shown on the public consultation drawings, in particular along Walkinstown Avenue.

#### **NTA General Theme Response:**

*The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. 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.*

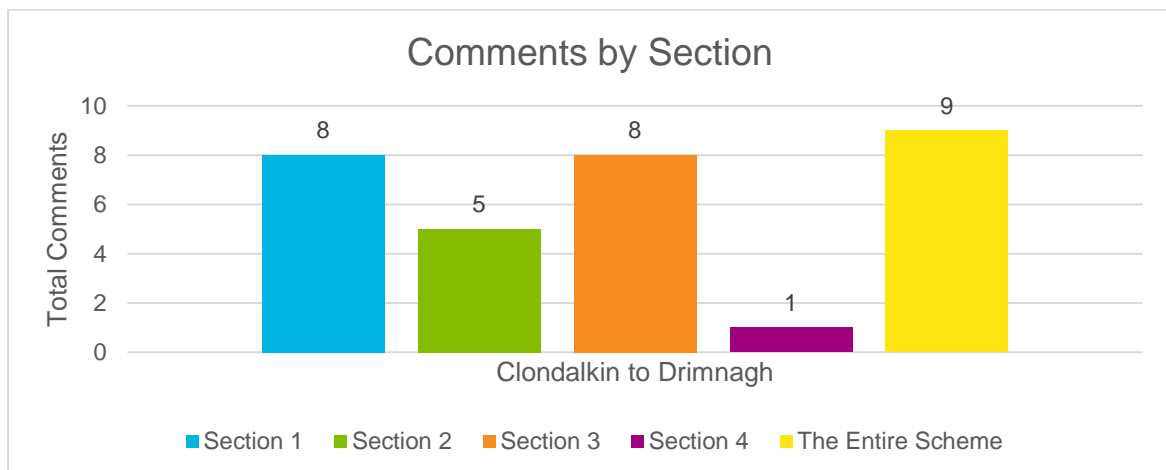
# Appendix A - Summary of issues Raised by Route Section in the Second and Third Public Consultations

## Clondalkin to Drimnagh CBC Route Sections



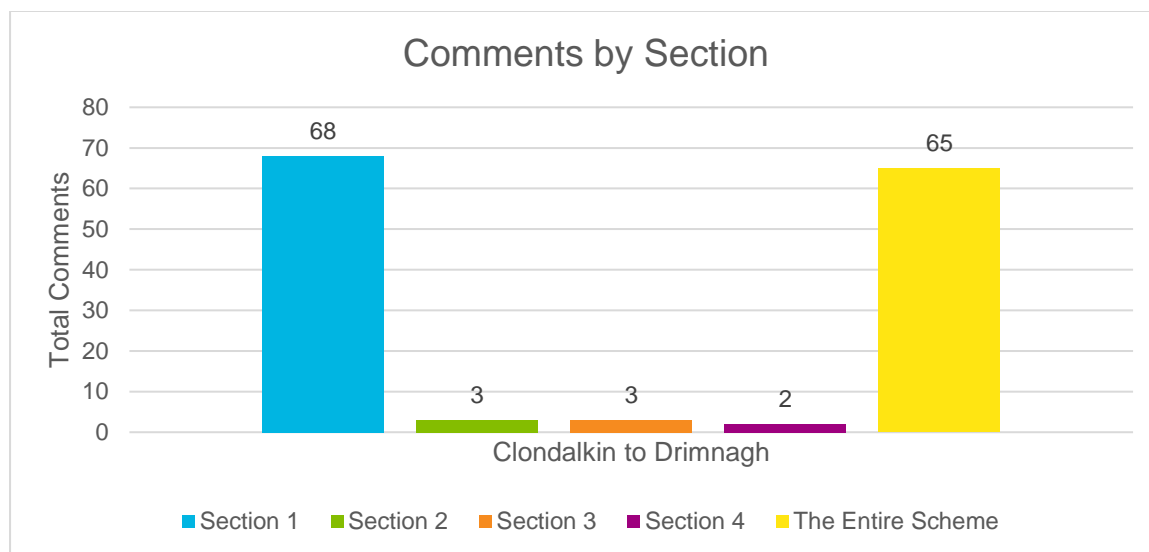
## Second Consultation

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



## Third Consultation

The distribution of the 141 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	67	Woodford Walk Congestion
Theme 2	62	SW Quadrant Traffic
Theme 3	14	Cyclist / Pedestrian Facilities
Theme 4	3	Positive Feedback
Theme 5	3	Cyclist / Pedestrian Bridge
Theme 6	4	Suggestions
Theme 7	2	Pedestrian Crossings
Theme 8	2	Bus Stops
Theme 9	2	Land Take
Theme 10	1	Future Development
Theme 11	1	Trees

