



Appendix C

Public Consultation
Submission Reports
2nd and 3rd
Non-Statutory
Public Consultation

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Appendix A. Summary of issues raised per section of route for both 2nd and 3rd non-statutory public consultations

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 these 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.

This report focuses on the Core Bus Corridor which runs from Swords to City Centre, hereinafter referred to as the Proposed Scheme.

1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the public consultation, as presented on the BusConnects Dublin 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, CEO of the 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."

A list of the CBCs is provided below;

- Clongriffin to City Centre Core Bus Corridor Scheme
- Swords to City Centre Core Bus Corridor Scheme
- Ballymun / Finglas to City Centre Core Bus Corridor Scheme
- Blanchardstown to City Centre Core Bus Corridor Scheme
- Lucan to City Centre Core Bus Corridor Scheme
- Liffey Valley to City Centre Core Bus Corridor Scheme
- Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme
- Kimmage to City Centre Core Bus Corridor Scheme
- Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme
- Bray to City Centre Core Bus Corridor Scheme
- Belfield / Blackrock to City Centre Core Bus Corridor Scheme
- Ringsend to City Centre Core Bus Corridor Scheme

The location of each of the CBCs can be seen below in Figure 1.

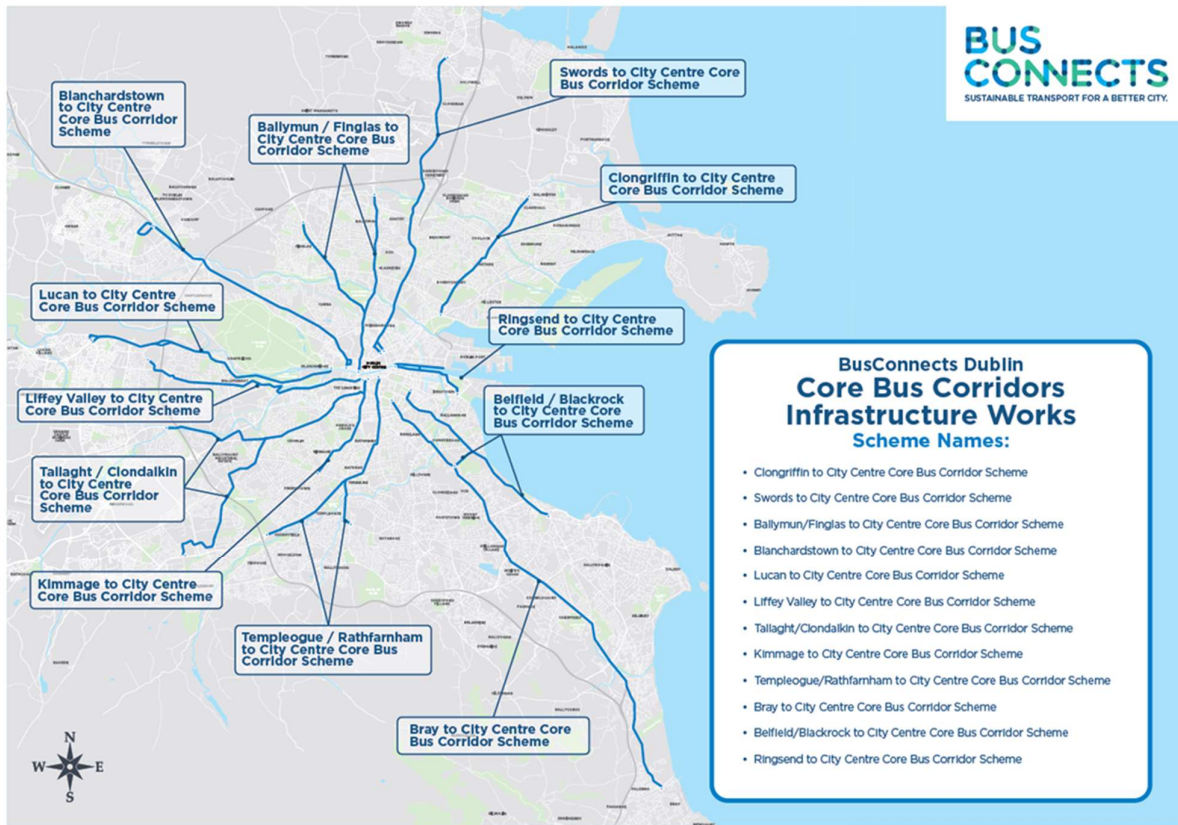


Figure 1: BusConnects Radial CBC Network

1.3 First Non-Statutory Public Consultation

The first round of non-statutory public consultations on the Emerging Preferred Route for the Proposed Scheme ran from 14th November 2018 to 29th March 2019, and the output from these consultations has informed the ongoing scheme development. In addition, a number of community fora and localised engagement events have been held covering the whole route, and specific areas respectively.

767 submissions were received as part of the first public consultation. The report from the Emerging Preferred Route Public Consultation is included in Appendix B.

A summary of the key issues raised during the first public consultation are outlined below:

- The proposed one-way system in Santry;
- Access and parking;
- Anticipated increase in traffic volumes;
- Impact on local business;
- Community;
- Safety and speed;
- Land acquisition and accommodation works;
- Construction stage issues;

- Bus stops and bus service/network;
- Landscaping;
- Air pollution;
- Cyclists and cycling provision;
- Noise and vibration;
- Unsuitable design solutions; and
- Heritage and conservation.

1.4 Second Non-Statutory Public Consultation:

The second round of non-statutory public consultation for the Bus Connects Core Bus Corridor Project took place from the 4th of March until 17th of April 2020. 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. Two public engagement events were undertaken on the first day on 11th March 2020, for CBC01 Clongriffin to City Centre and CBC02 Swords to City Centre. The third public event for CBC13 Bray to City Centre was closed early on the second day 12th March 2020 following guidance from the NTA and the Irish Government.

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

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

- Cyclists and cycleway provision;
- Pedestrians and pedestrian provision;
- Bus stops/bus service;
- Landscaping;
- Access and parking;
- Land acquisition and accommodation works;
- Heritage and conservation;
- Design recommendations;
- Safety and speed;
- Urban realm;
- Community;
- Anticipated increase in traffic volumes;
- Construction stage issues;
- Noise, vibration and air quality; and
- Impact on local business.

1.5 Third Non-Statutory Public Consultation

The NTA launched the third non-statutory public consultation on the 16 core bus corridors being developed as part of the BusConnects programme on the 4th November 2020. The consultation ran until the 16th December 2020.

The third round of public consultation on the Core Bus Corridors focused on the updated draft Preferred Route Options of 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 for members of the public to take part in the consultation. The virtual room provided details of the updated draft Preferred Route Options for all 16 Core Bus Corridors. All 16 Core Bus Corridor brochures detailing the preferred routes and associated maps were also available to view and download.

In total 65 submissions were as part of the third public consultation. A summary of the key issues raised during the third public consultation are outlined below.

- Cyclists and cycleway provision;
- Bus Stops and bus services;
- Pedestrians and pedestrian provision;
- Quiet street system;
- Anticipated increase in traffic volumes;
- Design recommendation;
- Access / parking;
- Land acquisition / accommodation works;
- Urban realm/landscaping; and
- Noise / vibration / air quality.

1.6 Summary of the Public Consultations

Below is a summary of the public engagement carried out during the three non-statutory public consultations on the Proposed Scheme.

- 863 submissions received; and
- 4 community forums and various residents' meetings held.

2. Second Non-Statutory Public Consultation

2.1 Overview

The second non-statutory public consultation of the took place from the 4th of March until 17th of April 2020. A public information event relating to the CBC was held in the Bonnington Hotel on Wednesday 11 March 2020 from 11:30am to 7:30pm.

However, during the period of Consultation, the COVID-19 pandemic interrupted the public consultation from 12 March 2020. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHE), the following changes were applied to the 2nd round of public consultation:

- All further public information events were postponed;
- The public consultation remained open and submissions could be made by email and by post;
- All 16 PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any 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 and a one-to-one meeting was offered in each case. One to one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings due to COVID-19 restrictions.

Copies of the Core Bus Corridor Preferred Route Option consultation brochure were available to the public at the Public Information Events, could be sent by post on request, or for pickup at NTA Office reception, and the Brochure was available for downloading from the Authority's website. Relevant background technical reports and other relevant information were also available for downloading from the Authority's website.

The public were invited to make written submissions relating to the Preferred Route Option consultation brochure. Submissions could be made by post; by email; or by hand-delivery directly in the reception of the Authority's offices.

2.2 Information Provided in Second Non-Statutory Public Consultation

Information on the public consultation process was published in major print media from the 5th 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 4th March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5th March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18th March 2020 due to COVID-19.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website, and hard copies could be sent by post on request, or for pickup at NTA Office reception.

Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Public Consultation brochure provided information regarding the work that has been carried out as part of the Bus Connects Core Bus Corridor Study. Additional information was provided on the BusConnects website is listed below.

- 2018/2019 Consultation Submission Report;
- Santry – Alternative Layout Plans;
- Draft Preferred Route Option Report; and
- Traffic Count Data 2019-2020.

2.3 Approach to Assessing the Submission

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received 31 submissions for the Proposed Scheme from 4th March until the 17th April 2020. Most entries were digital (email) (30), however, some paper bound entries (1) were posted to the NTA. All submissions were entered into a database.

2.4 Analysis of Issues Raised by Section

The Core Bus Corridor was divided into six sections in the consultation brochure, and the issues raised in each submission were entered and categorised in the database by geographical section, issue type and comment type. The six sections were;

Section 1 – Pinnock Hill Junction to Airport Roundabout - Swords Road

Section 2 – Airport Junction to Coolock Lane Junction – Swords Road

Section 3 – Coolock Lane Junction to Omni Park Shopping Centre Entrance – Swords Road

Section 4 – Omni Park Shopping Centre Entrance to Shantalla Road Junction – Swords Road

Section 5 – Shantalla Road Junction to Blessington Street – Swords Road

Section 6 – North Frederick Street to Parnell Square

In addition to the six 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.



Figure 2: Swords to City Centre Corridor Map

The section attracting the most comments was Section 5 Shantalla Road Junction to Blessington Street representing 38% of all comments. This is the longest section of the scheme. The second most commented section was Section 3 through Santry Village with 15%, followed closely by Section 1 from Pinnock Hill Junction to the Airport Roundabout with 14%. Figure 3 and Table 1 shows the distribution of total submissions across the various sections of the scheme. Certain submissions referred to multiple or all sections along the scheme, which is why the total number of sections referred to is greater than the overall number of submissions.

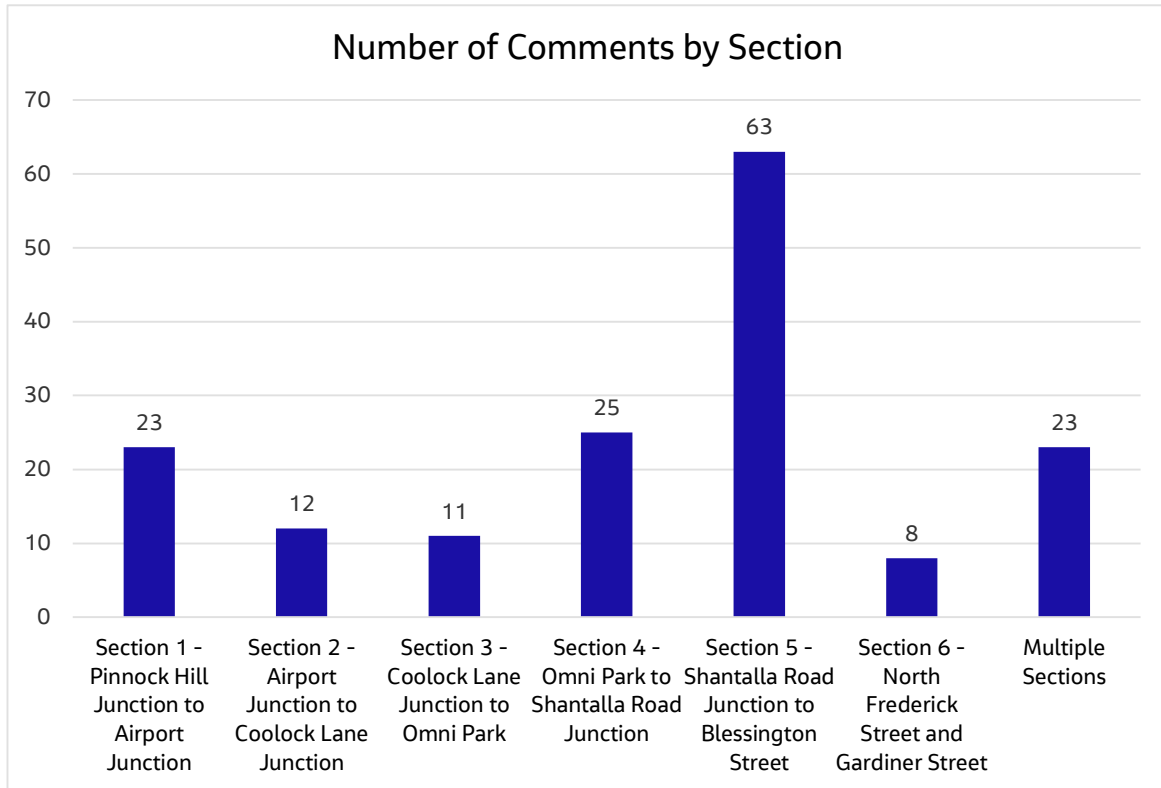


Figure 3: Number of Comments by Section of Scheme

	Number of Comments	Percentage
Section 1 Pinnock Hill Junction to Airport	23	14%
Section 2 Airport Junction to Coolock Lane	12	7%
Section 3 Coolock Lane Junction to Omni Park	11	7%
Section 4 Omni Park to Shantalla Road Junction	25	15%
Section 5 Shantalla Road Junction to Blessington	63	38%
Section 6 North Frederick Street and Gardiner	8	5%
Multiple Sections	23	14%
Total	165	100%

Table 1: Percentage of Comments per Section of Scheme

2.5 Profile of Those Making Submissions

Of the submissions received:

- 42% were from residents of the study area or affected property owners (13 No.);
- 19% were from Representative Bodies (6 No.);
- 19% were from affected businesses (6 No.);
- 13% were from local Counsellors and TD's (4 No.);
- 6% were from Public Bodies (2 No.).

2.6 Themes Raised in the Submissions

All 31 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 15 main themes were identified during this review process.

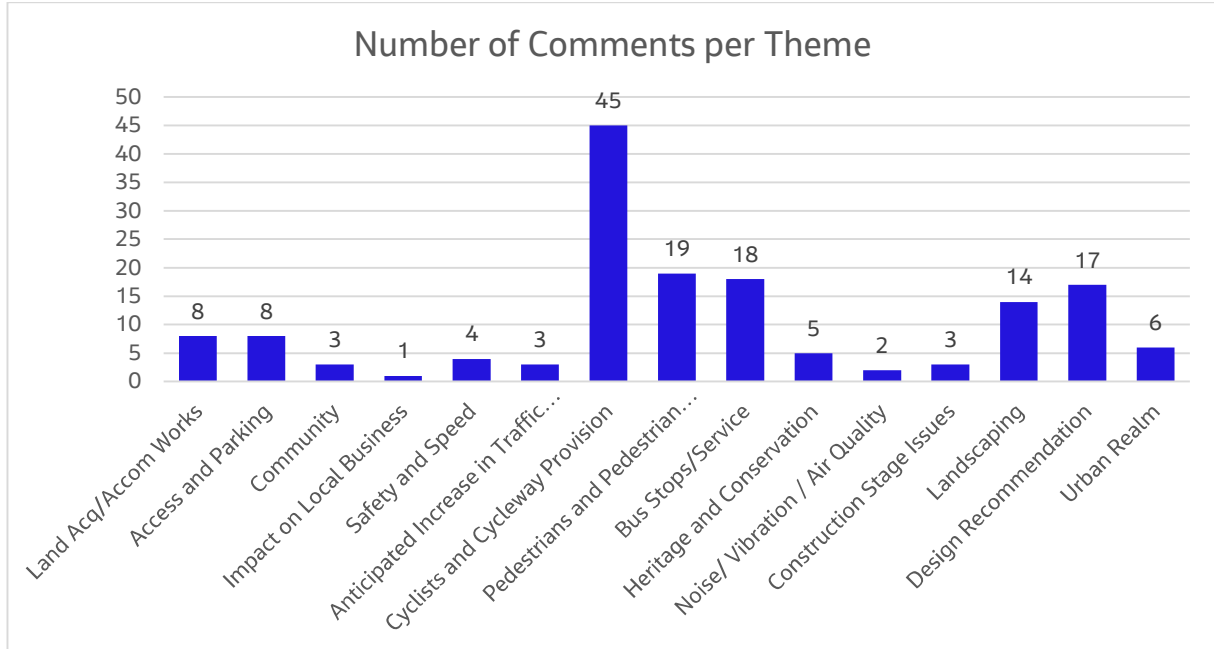


Figure 4: Number of Comments per Theme

Theme	Frequency
Land Acquisition and Accommodation Works	8 comments
Access and Parking	8 comments
Community	3 comments
Impact on Local Business	1 comment
Safety and Speed	4 comments
Anticipated Increase in Traffic Volumes	3 comments
Cyclists and Cycling Provision	45 comments
Pedestrians and Pedestrian Provision	18 comments
Bus Stops/Service	17 comments
Heritage and Conservation	5 comments
Noise, Vibration and Air Quality	2 comments
Construction Stage Issues	3 comments
Landscaping	14 comments
Design Recommendation	17 comments
Urban Realm	6 comments
TOTAL	156 comments

Table 2: Number of Comments 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 in-depth listing of the various issues raised in each section.

2.7 Summary of Main Issues Raised

The purpose of the non-statutory public consultation exercise was to ensure the proposed scheme is as good as it can possibly be. In this regard, what was most important to the National Transport Authority was identifying the issues, as opposed to how many submissions were received on a particular issue.

In this regard, this report identifies the key issues raised in the public consultation process. The Authority will seek to establish the validity of the concerns, the potential consequences for the project, and how best to address the issue and /or mitigate the negative impact.

While a variety of matters were raised in the submissions, the key issues, ranked in order of response mention, related to the project are as follows. Note that any design recommendations have been discussed under the relevant theme:

- 1) Cyclists and Cycleway Provision;
- 2) Pedestrians and Pedestrian Provision;
- 3) Bus Stops/Bus Service;
- 4) Landscaping;
- 5) Access and Parking;
- 6) Land Acquisition and Accommodation Works;
- 7) Heritage and Conservation;
- 8) Safety and Speed;
- 9) Urban Realm;
- 10) Community;
- 11) Anticipated increase in traffic volumes;
- 12) Construction Stage Issues;
- 13) Noise, Vibration and Air Quality, and
- 14) Impact on Local Business.

The nature of the issue, and the proposed NTA response to it, is covered in the following sections.

Issue 1: Cyclists and Cycling Provision

The majority of submissions received during this round of public consultation relate to cyclists and cycling provision. The proposed cycle route along Lorcan Road and Shanrath Junction was highlighted in a number of responses. It was considered that Lorcan Road is frequently used as a 'rat run' in both directions and therefore should not be called a 'quiet street'. A number of issues with the Shanrath Road junction, where the cycle lane meets Swords Road, were raised including the interface between cyclists and pedestrians at this junction and the use of shared spaces and toucan crossings. It was considered that shared spaces are strongly objected to by people with disabilities. Clear cycle safety signage along the quiet street and at the junction would also be welcomed. One comment suggested there should be a more direct link for cyclists across the junction to encourage cycling on the 'quiet street'.

At the northern end of the scheme there were calls for the Pinnock Hill junction and the Airport roundabout to be made more cycle friendly, to create a more viable way to connect people to the Airport for work. A cyclist under/overpass was suggested as a potential solution for Pinnock Hill junction, alternatively a two-way cycle lane on the western side was suggested to join up to the proposed two-way cycle path by Dublin Airport, as there are fewer junctions on the western side, so less conflict with turning vehicles. Some comments were also raised about the traffic signal phasing at Airside junction, Cloghran junction and Airport roundabout regarding minimising the number of phases and ensuring pedestrian and cyclist priority.

Improvements were requested for cyclists where the two-way cycle track ends at Kealy's pub. It was noted that where this track ends, there is no way for a cyclist heading south to cross to the other cycle track. The free flow slips at this junction and at the junction with South Corballis Road were considered to go against National Cycle Manual and DMURS guidance. It was also noted in a response that, south of these junctions at Kealy's pub, there should be only one general traffic lane in each direction. Reducing general traffic lanes to one in each direction here would free up space for wider footpaths, cycle tracks and trees.

Improvements were also sought at the junction with Santry Avenue, where presently the design requires traffic to cross the cycle track to get to the filter lane, causing unnecessary and unsafe conflict. This arrangement is also present at the junction at Parnell Monument.

Some queries were raised over the proposed route of the cycle lanes. There were requests to see a greater connection between Santry Village and the Santry River Walkway, and in the city centre it was highlighted that the routes do not adequately connect with each other. It was also flagged that Dorset Street Upper is part of Primary Cycle Route 2A of the GDA Cycle Network Plan and that the current proposals do not include cycle tracks on this section of road. The proximity of the Swords CBC to Fosterstown MetroLink station was highlighted by some respondents. It was requested that consideration is given to easy access for all road users to the station. It was also suggested to reduce the number of general traffic lanes here. Reallocation of space would allow for wider footpaths and a two-way cycle track on the east side to encourage people to walk or cycle to the metro station. One feedback response suggested a cycle path to tie into the existing cycle path on Stockhole Lane while another suggested a cycle route through The Cloisters/Hampton Lodge and Griffith Downs.

Cyclist priority was also highlighted as a concern by a number of submissions. There were requests for cyclists who are using the primary route to be given the priority over motorists using the minor roads, and for traffic coming from minor roads onto the primary route to yield to cyclists and pedestrians. Cyclist safety at locations where there is left turning traffic is also a cause

for concern. One feedback response queried the differing junction arrangements between Griffith Avenue and Collins Avenue. Dutch style junctions are favoured along the route.

There were calls to see segregation between the cycle lane and carriageway and a widened cycle lane between Omni park and Santry Avenue and between Clonliffe Road and Hollybank Road. It is generally perceived that this increases the safety and comfort of people cycling which are two of the five needs of a cyclist according to the National Cycling Manual.

At Omni Park Shopping Centre, it was noted that there should be a better way to get cyclists from the diverted route to the northbound cycle track that doesn't include starting beside a left turn slip lane.

There are mixed views on whether cycle lanes should be located inside or outside of loading bays, parking and bus stops. Some suggested that the loading bays and parking should be removed to facilitate an upgraded cycle lane. Where the cycle lane is inside the loading bays and parking, a buffer between the parked vehicles and cycle lane is recommended. Dorset Street was noted as being undesirable for cycling and it was recommended that all bus stops should have cycle bypasses perhaps by taking width from the median. Additionally, it was queried why the junctions at the start of the route are protected but not the ones in the city centre which are extremely busy.

One comment noted that a safety audit should be carried out on the plan to divert cyclists up Parnell Street and Frederick Street. Accidents are very common where cyclists have to cross the Luas tracks and many cyclists are nervous of doing so.

NTA Response to Issue 1:

All reasonable measures will be taken to provide a consistent implementation of a cycle regime that helps achieve the objective of the Greater Dublin Cycle Network along the scheme, this is seen as a necessary and desirable addition to the current transport options across Dublin to help reduce car use. Specific attention is being given to junction design, to ensure that cyclists can negotiate and traverse junctions safely. Along the corridors, cyclists will be provided with segregated cycle tracks where possible, protecting them from direct conflict with buses, cars and other vehicles.

The number of traffic lanes in each direction between the Pinnock Hill and Airside junctions is reduced to one in the updated design layout. An indicative location for a pedestrian crossing at the proposed Fosterstown station is included to facilitate access to the station. As part of the design development, the two-way cycle track at Kealy's Pub was extended southwards to the South Corballis Junction, to facilitate crossing the R132 at that junction.

Appropriate road marking will be provided to demarcate the quiet street environment through Lorcan Road and Shanrath Junction. The Shanrath Road / Shantalla Road Junction has been modified as part of the ongoing design to improve cyclist and pedestrian priority.

The left turn lane at Santry Avenue is moved to the offside of the bus lane in the amended design, avoiding the conflict with the cycle lane. The configuration at the Parnell Monument is also altered to remove the conflict.

Bypasses are provided for cyclists at the bus stops on Dorset Street in the updated design.

Issue 2: Pedestrians and Pedestrian Provision

The main concern raised around pedestrians and pedestrian provision relates to footpath width. In some locations it is perceived that the proposed footpath widths are not wide enough for a pram or wheelchair user. Some argue that in certain locations footpath widths are being reduced to accommodate cycle lanes and this will discourage a modal shift to walking for commuting trip purposes. With the current Covid19 pandemic, suggestions have been made to review footpath widths throughout the scheme to allow for social distancing. One submission suggested that the three cycle lanes approaching the junction from Collins Avenue West could be rationalised so that the footpath could be widened. Another location specifically mentioned is Granby Row. It has been highlighted that the footpath width here is too narrow for the number of people walking and waiting for the bus and that perhaps the on-street car parking, dedicated bus stop lane or bus lane could be rationalised to create a wider footpath here. It was noted that there is little traffic at present and no need for a bus lane and separate general traffic lane, this would provide space for a widened footpath and segregated cycling infrastructure.

Towards the city centre it has been suggested to provide raised tables at junctions with side streets.

A number of submissions refer to junctions and crossing points for pedestrians. One submission suggests that all the pedestrian crossings along the scheme become Toucan crossings. This would be in-line with the goal of giving active travel users priority and not having to wait for car users. It is perceived that they are quicker for all road users and put pedestrians in a privileged position. Another submission queried why at the junction of Drumcondra Road Lower and Clonliffe Road, the cycle lane widens to two lanes and as a result is taking up the pedestrian space on the footpath, the question was raised about how this is dealt with at other junctions.

At the Iveragh Road junction with Swords Road it has been noted that pedestrians will experience different arrangements depending on which side they cross. Different treatments on both sides of the road may lead to confusion and be a safety risk. A preference of straight crossings rather than staggered throughout the scheme has been put forward by another respondent.

The junction at Omni Park Shopping Centre has been flagged as a complex junction for pedestrians to navigate and priority is given to traffic. Improvements are requested at this location. Additionally, a suggestion has been made to include a footpath provision to the north side of Lorcan Road adjoining the green at Magenta Hall it was noted that this would be beneficial to local residents. The junction at Dublin Airport Business park was noted as great for cycling but the pedestrian crossing should be a single stage, prioritising pedestrians over motorists.

NTA Response to Issue 2:

Improvements and enhancements have been made to footpaths, walkways and pedestrian crossings. All reasonable measures will be taken to provide a consistent implementation of pedestrian facilities. Specific attention is being given to junction design, to ensure that pedestrians can negotiate and traverse junctions safely and where possible in a single direct movement.

A minimum footpath width of 2.0m is provided where possible throughout the scheme. In line with the Road User Hierarchy at pinch points, the width of the general traffic lane is reduced, then the cycle track before the width of the pedestrian footpath is reduced.

Additional raised tables are provided at junctions with side streets in the updated design. Toucan crossings generally are provided in the updated design.

A footpath has been provided in the updated design to the north side of Lorcan Road adjoining the green at Magenta Hall.

Issue 3: Bus Stops and Bus Services/ Network

A number of submissions raised concerns with the proposed island bus stops. It is perceived that there is a conflict between people alighting/dismounting the bus and cyclists. Cyclist calming measures were suggested on approaches to island bus stops to protect vulnerable users. It was also perceived that island bus stops are contrary to disability law and will make the bus network more challenging for passengers with a disability, elderly or very young passengers. The impression is that very little, if any, direct consultation with disability and older person groups has taken place and that BusConnects must have equality and inclusion at its core.

Contrary to this, some submissions requested that bus stops that are not currently proposed to be island bus stop are amended to become island bus stops for example at Home Farm Football Club, Whitehall Colmcille GAA club and at Whitehall Church. Questions were also raised as to why the bus stop designs have different layout approaches.

On maps 4, 5, 7 and 15 it was noted that the northbound bus stops are too close to a junction or a pedestrian crossing.

Feedback was provided for some location specific bus stops:

- The location of the proposed bus stop on Whitehall Flyover in the citybound direction was described as not being suitable for prams, senior citizens or disabled people;
- The bus stop at Clonliffe Road is very busy and needs additional space;
- Objection to the removal of Bus Stop 85 on Drumcondra Road near Home Farm Road junction; and
- The proposed bus stop location at Fosterstown (adjacent to Airside) may clash with pedestrian road crossing proposed for MetroLink station.

The idea of bus priority was commented on by a couple of submissions. It was highlighted that left turning traffic often enter the bus lane before they are permitted to which takes away from the idea of bus priority, traffic cones were suggested to stop this driver behaviour. Private cars

and motorcycles driving in bus lanes is also a problem and camera enforcement to prevent this happening is suggested. In a similar manner, taxis are currently permitted to use the bus lanes. Often some stretches of the scheme are clogged up with taxis once again affecting the concept of bus priority.

One feedback response addressed the safe access/egress from the stop waiting area to the pavement for mobility and visually impaired users. It suggested that one of three safety control measure options would need to be included in the final design. These include:

- on the cycle lane control measure instructing cyclists to yield to pedestrians will need to be introduced;
- the cycle lane would be on the roadway and not the pavement; and
- the cycle lane will be on the non-kerbside of the pavement with the pedestrian walkway at the kerbside to allow bus passengers access the walkway without crossing a cycle lane.

NTA Response to Issue 3:

Island bus stops are the preferred bus stop arrangement to be used as standard on the CBC project where space constraints allow. Conflict between cyclists and stopping buses is removed as cyclists are deflected behind the bus stop. To address the pedestrian/cyclist conflict, a formal crossing point is provided on the upstream side of the island for pedestrians accessing the bus stop area, consisting of an on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. A second informal crossing is provided on the desire line on the downstream side of the island. The angle of deflection of cyclists will be sharp enough to reduce speeds as cyclists must give way to pedestrians crossing to the bus stop area. Additionally, the cycle track will be narrowed to less than 2m through the bus stop to discourage overtaking. Appropriate signage and lighting will be provided to ensure that all road users are aware of the potential conflicts in this area.

The bus stops at Home Farm Football Club, Whitehall Colmcille GAA club and at Whitehall Church are amended to island bus stops in the updated design

Bus Stop 85 on Drumcondra Road is not being removed as part of the proposed scheme.

A key element of the consultation process is to invite comments from the public, disability and older person groups, cycle groups, resident groups, campaign groups etc. that can provide knowledge and insight as to the local issues present along the schemes. We have taken on board the design recommendations that have been made and will continue to do so as the development of the scheme continues.

Issue 4: Landscaping

The principal comments in respect to landscaping were in relation to the loss of trees. It is felt that these trees are an important part of environmental infrastructure and removal of them would damage the appearance and treatment of the streets. Santry Park/Morton Stadium, the central reserve along Drumcondra Road Lower and Dorset Street Lower were specifically noted as locations where the removal of trees is proposed.

A number of submissions identified opportunities for planting throughout the scheme. These locations include the painted central median to the south of Shantalla junction, the painted central medium at Drumcondra Road Upper, Drumcondra Road Lower and at Whitworth Road. Clarification was also sought on whether the flowered embankment between Magenta Crescent and Magenta Hall is being replaced.

There was a request to remove a tree on the corner of the junction of Drumcondra road heading south towards the city centre and Griffith Avenue heading towards Marino. It was highlighted that this tree is an obstacle to pedestrians and cyclist, it is not part of the historical double lined trees of Griffith Avenue and keeping the tree may cause issues with roots damaging the surface. Another suggestion recommended moving the existing trees on Dorset Street from the central median and instead widening the footpaths on either side and placing the trees along the footpaths instead.

One response noted that the trees approaching Collins Avenue shouldn't be removed where there are four general traffic lanes, instead two of the traffic lanes should be removed, which would make room for cycling on the other side of the road.

NTA Response to Issue 4:

The removal of trees along the scheme is being minimised where possible and the significant number of new trees will also be planted as part of the project.

The NTA undertook a detailed analysis of alternative options to reduce the impact on the trees at Santry Park/Morton Stadium and a key outcome of many of this analysis is the potential retention of a significant number of existing trees.

The removal of four trees on the west side of the Swords road at Griffith Avenue is avoided in the amended design.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 5: Access and Parking

Some submissions expressed their objection to the proposed removal of parking facilities, namely along Santry village, where land take from properties is viewed to affect their driveways, and at local businesses, where removal of parking would hinder access to these businesses.

It was suggested by one submission that the parking outside Fagan's pub should be removed as it was considered to cause a lot of conflict between road users. It was also suggested that just before the junction of the Swords Road and Clonliffe Road, the realigned parking beside the bus stop is removed as properties in this area have rear parking access.

Concerns were raised regarding safe access at Church Lane, School House Lane and Magenta Crescent, particularly with regard to cyclists. It was also highlighted that the row of shops along Swords Road in Santry has a problem with cars parking on the footpath. Feedback requested that these locations are given further consideration.

NTA Response to Issue 5:

Following review of the submissions received and further analysis a number of sections along the scheme have been assessed and amended as part of the design development, and a key outcome of many of these design interventions are revised traffic management proposals. Within the PRO proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments.

The existing parking space outside Fagan's Pub is removed in the amended design.

The parking at the bus stop before the junction of the Swords Road and Clonliffe Road has been retained but the cycle track is rerouted behind the spaces to avoid conflict with parking vehicles.

Additional Toucan crossings are provided in the amended design at Church Lane and Magenta Crescent.

Issue 6: Land Acquisition and Accommodation Works

The potential impact on existing property frontage and front gardens was highlighted by some of the residents of Swords Road in Santry. This is tied to the widening of the existing carriageway to accommodate new bus and/or cycle lanes.

A couple of submissions queried the proposed widening of the bridge over the River Tolka and asked for clarification of the design at this location. One response noted that the bridge would not need to be widened if the right turn filter lanes were removed and that widening the bridge seems like a lot of money to increase private traffic capacity as part of a sustainable transport project.

Clarification on the proposed layout modifications and land take requirements at the Airport Junction, the junction of R132 with Cargo Bridge Road, the junction of the R132 with Corballis Road South and Collinstown Cross was also requested.

One submission suggested that consideration should be given to acquiring sufficient land to include a cycling track along each side of the road and widening the footpaths, which appear narrow in places. One submission noted that significant land acquisition is indicated along the length of Swords road.

The widening at Santry Villas was challenged with one response noting that instead of the widening, one of the general traffic lanes should be removed, given that there is only one general traffic lane north and south of this location.

NTA Response to Issue 6:

Following review of the submissions received and further analysis, a number of sections along the scheme have been assessed and amended as part of the design development, many of which reduce the impact on private properties. The PRO proposes amendments to some sections referred to in the submissions, with the following key design development of particular note:

- *Santry Demesne - The preferred route option design has been reviewed and design changes have been done to minimise land take of the existing frontage of the properties and front gardens.*
- *Bridge over the River Tolka – the new layout proposes an independent pedestrian and cyclist bridge to the west.*

The design development seeks to minimise the impact on adjacent properties and other land parcels and, where possible, mitigation measures and appropriate accommodation works proposals are being proposed.

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. The precise land take required for this scheme can only be determined at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 7: Heritage / Conservation

A number of proposed interventions along the scheme that will result in land take and alteration to the boundaries of Protected Structures were raised. Their comments include the following:

- Site DU011-154 (medieval structure) at Miltonfields is mapped very close to the R132 and may be impacted by any expansion here.
- There is a Protected Structure of an 18th century milestone (RPS No. 866) on the northern side of the Airside junction. It is in the boundary wall at a closed-up entrance on the west side of the road. The significance of the milestone is tied to the specific location as it marked a set distance along the scheme from the point of origin.
- Protected Structure (RPS No. 611) Castlemoate House. It doesn't appear that the boundary along the road will be impacted but the natural boundary setting to north of it should be retained/replanted (hedgerow/vegetation/trees) on west side of the road on the approach to the roundabout.

- Protected Structure (RPS No. 604) Thatched Cottage, Swords Road, Collinstown – part of the boundary may be impacted or altered. This is a very narrow plot with limited space so any alteration of the plot will greatly impact on the protected structure.
- The potential for changes to the boundary of Santry Demesne and the potential removal of mature trees.

NTA Response to Issue 7:

The design at Santry Demesne has been further developed to address the impact on the boundary wall and to minimise the impact.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 8: Safety/Speed

Some specific locations were raised as safety issues including clarification on whether a right turn into Synott Place is being retained as it is considered dangerous, and a left-turn conflict on Binn's Bridge between northbound cyclists and left-turning traffic onto Whitworth Road. The junction at Binn's Bridge is considered a significant intersection between traffic, pedestrians and cyclists and it has been suggested that additional treatment is required here to make it a safe junction for all users.

At Collins Avenue to the east of the junction, two cycle paths cross the green area onto a quiet residential street. It has been suggested to reduce these to a single cycle route to improve safety for pedestrians.

NTA Response to Issue 8:

Following a review of the submissions received and further analysis, a number of sections along the route have been assessed and amended as part of the design development. A key outcome of many of these design interventions is enhanced provision for vulnerable road users. Within the PRO proposal, along with general improvements to the vulnerable road user environment where possible, amendments have been made on certain key sections referred to in the submissions, with the following key design development:

Cycling infrastructure across the scheme has been reviewed with additional cycle tracks being proposed, and improvements being made to junctions to provide improved facilities for pedestrians and cyclists.

Issue 9: Urban Realm

The concept of an urban realm environment was raised by some of the submissions. Suggestions to improve the urban realm environment include raised junctions to meet footpaths and minimal lips/ramps to driveways. Specific areas mentioned where urban realm could be improved are:

- Drumcondra Road Lower where parking and loading bays could be moved to allow for wider footpaths;
- Between Drumcondra train station and North Circular Road where a lower 30kmph speed limit was suggested to reflect the area's use as a high-density urban village; and
- Swords Road/Collins Avenue junction – current plans call for the widening of the Swords road, it has been highlighted that this is already an inhospitable place for pedestrians and the view was that the current proposals would make this worse.
- The impact of the scheme on a couple of advertising facilities i.e., on Swords Road opposite Griffith Downs and at Whitehall Church.

One feedback response highlighted that now Gardiner Street is no longer included as part of the scheme, they would like to see NTA working with Dublin City Council to ensure there are necessary alterations made to the public realm along Gardiner Street and to the surrounds of Mountjoy Square.

NTA Response to Issue 9:

The preferred route option is being further developed to improve the urban realm environment along the entire corridor. Urban realm concept designs have been developed for Santry Village, Upper Drumcondra Road and Dorset Street, with additional landscaping and outdoor amenities.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 10: Community

A number of submissions highlighted that BusConnects should be integrated with the Local Area Plan for Santry, reflecting their vision for the community and taking into account new developments in the area, existing traffic issues and community values. There are concerns that the Core Bus Corridor will be finalised before a Local Area Plan is in place and could potentially damage the area if a holistic view is not taken.

NTA Response to Issue 10:

The submitted concerns around the potential impact of the proposals on neighbouring communities along the entire scheme have been considered further and have resulted in a number of additional local community engagement forums along the scheme. Concerns have been raised, and alternative solutions put forward by the community representatives, which have been considered and where possible, within the context of the project objectives, used to revise the scheme elements that have been identified as causing concern.

The NTA acknowledges that managing the potential scheme impact on the existing environment through which the scheme passes is key to ensuring a design solution that works with the community and can be delivered for the greater good. The NTA seeks to work with the communities along the scheme to help further improve the local public realm, with the aim of delivering a scheme that can complement and improve the areas and people the scheme interacts with.

Issue 11: Anticipated increase in traffic volumes

The concerns raised regarding anticipated increase in traffic volumes all relate to the traffic at Omni Shopping Centre. It is perceived that an issue already exists with traffic at this location, associated with delays and the dangerous nature of the crossings at this junction. Feedback has suggested that BusConnects should look to create solutions to this. Recommendations include a new filter lane into the car park or a second access/egress to the shopping centre.

There was a suggestion for a right turn into Kettles Lane to be assessed in the context of current and future development along Kettles Lane.

It was also recommended that the right hand turn from Drumcondra Road Lower to St. Anne's Road is re-considered. It was noted that this turn acts as a rat run for traffic that is unable to turn right at Whitworth Road and this turn should be for local access only, or alternatively the right-hand turn could be moved. It was considered that it would be more appropriate to have this turn at Whitworth Road.

NTA Response to Issue 11:

The change in traffic volumes as a result traffic management measures such as the proposed junction at Omni Shopping Centre will be assessed as part of the analysis of the detailed traffic model. Mitigation measures will be considered as part of the assessment.

Right turn movements are facilitated at Kettles Lane as part of the updated design development.

A detailed review of directional traffic signs along the scheme will be undertaken to identify any changes required due to the proposed scheme.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 12: Construction Stage Issues

Potential disruption caused to businesses during the construction stage was raised as an issue. In particular, the co-ordination of the BusConnects construction programme with other developments that coincide with BusConnects was requested to minimise impacts and safeguard the operation of businesses.

Other concerns relate to the potential impact on existing underground services.

NTA Response to Issue 12:

As part of the design, construction planning and mitigation efforts will be developed to minimise the impact of any construction activities and consider the interface with other developments in the area. It is acknowledged that this corridor will need to be maintained as an operational route during construction. As such measures will be put in place to minimise the impact on general traffic, while maintaining the safety of road users and the construction teams at all times.

The potential impact of the scheme in relation to construction impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 13: Noise / Vibrations / Air Quality

Concerns were raised regarding the potential for increased noise and air pollution along Swords Road through Santry Village, associated with widening the existing road corridor and moving the running lanes closer to properties. Respondents queried if financial compensation would be provided if remedial measures to protect against noise pollution needed to be taken.

NTA Response to Issue 13:

Under the BusConnects Dublin programme the NTA will be upgrading the existing bus fleet to transition to a fleet of low emission vehicles which will reduce both noise and air pollution. By 2023 half of the bus fleet, approximately 500 buses, will be converted to low emission vehicles, with full conversion completed by 2030.

The potential impact of the scheme in relation to noise impacts and air quality will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 14: Impact on Local Business

There are some concerns regarding the anticipated disruption that will be caused during the construction stage and the impact this could have on local businesses. There are calls for strong cooperation and involvement between the NTA, contractors and local businesses to minimise

disruption. There are also some concerns about the removal of on-street parking as part of the proposed design and how this will impact businesses.

A couple of local businesses expressed their support for the project, however they requested that the NTA keep them informed with regard to plans, design specifications and extent of the proposed scheme along with facilitating further submissions and engagement with them.

NTA Response to Issue 14:

As part of the ongoing engagement with local communities and affected parties, the NTA is meeting with businesses along the scheme to understand their operational needs along with the access and parking requirements. Where possible the NTA will ensure businesses have the necessary access, be this for deliveries, loading or customer parking, both during construction and as part of the proposed design.

3. Third Non-Statutory Public Consultation

3.1 Overview

The third non-statutory public consultation on the Swords to City Centre Core Bus Corridor Preferred Route Option ran between 4th November 2020 and 16th December 2020.

Every property owner potentially affected by the proposals was notified by post and one to one phone calls were offered in each case.

Copies of the CBC PRO consultation brochure were available to the public via the BusConnects website, could be sent by post on request, and were available for download from the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the Authority's website.

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

One to one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings. In addition, visitors to the virtual consultation rooms were provided with an opportunity to request a call back from the design team to discuss the scheme.

3.2 Information Provided in the Third Public Consultation

Due to the continuation of Covid-19 pandemic and associated Government restrictions, the third Public Consultation was held largely virtually. As such, Virtual Consultation Rooms for each CBC were developed and published on the BusConnects website. These rooms provided a description of each Preferred Route from start to finish with supporting maps and included information of all revisions made, if any, since the previous rounds of public consultation as well as other supporting documents.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website (<https://busconnects.ie>) and in the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Public Consultation brochure provided information regarding the work that has been carried out as part of the Bus Connects Core Bus Corridor Study. Additional information was provided on the BusConnects website is listed below.

- Information Brochure;
- Draft Preferred Route Option Report;
- Proposed Approach to Environmental Assessment; and
- Draft Transport Modelling Report.

3.3 Approach to Assessing the Submission

There were 200 submissions received in the third non-statutory public consultation relating to the Swords to City Centre Core Bus Corridor. 65 of these were specific to the Swords CBC, while 135 of these were general submissions relating to multiple locations or the BusConnects Core Bus Corridor (CBC) Infrastructure Works as a whole. These submissions ranged from individual

submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and Local businesses.

The review of the submissions commenced in January 2021 once the consultation period had closed. Most entries were digital (email). All submissions were entered into a database.

The responses cover a wide spectrum of views. The majority of the submissions raised concerns about the scheme, or elements therein. 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.

3.4 Analysis of Issues Raised by Section

The Core Bus Corridor was divided into six sections in the consultation brochure, and the issues raised in each submission were entered and categorised in the database by geographical section, issue type and comment type. The six sections were;

Section 1 – Pinnock Hill Junction to Airport Roundabout - Swords Road

Section 2 – Airport Junction to Coolock Lane Junction – Swords Road

Section 3 – Coolock Lane Junction to Omni Park Shopping Centre Entrance – Swords Road

Section 4 – Omni Park Shopping Centre Entrance to Shantalla Road Junction – Swords Road

Section 5 – Shantalla Road Junction to Blessington Street – Swords Road

Section 6 – North Frederick Street to Parnell Square

In addition to the six sections, submissions could also be categorised as multiple sections, where the submission referred to more than one location.



Figure 5: Swords to City Centre Corridor Map

Aside from non-scheme specific comments, the section attracting the most comments was Section 4 Omni Park to Shantalla Road Junction through Santry Village representing 8% of all comments. The second most commented section was Sections 5 Shantalla Road Junction to Blessington Street with 4%, followed by Section 2 (2%), Section 1 (2%) and Sections 3 and 6, each receiving 1%. General comments referring to the entire scheme or multiple locations accounted for 82% of all comments. Figure 6 and Table 3 show the distribution of total submissions across the various sections of the scheme.

Certain submissions referred to multiple or all sections along the scheme, which is why the total number of sections referred to is greater than the overall number of submissions.

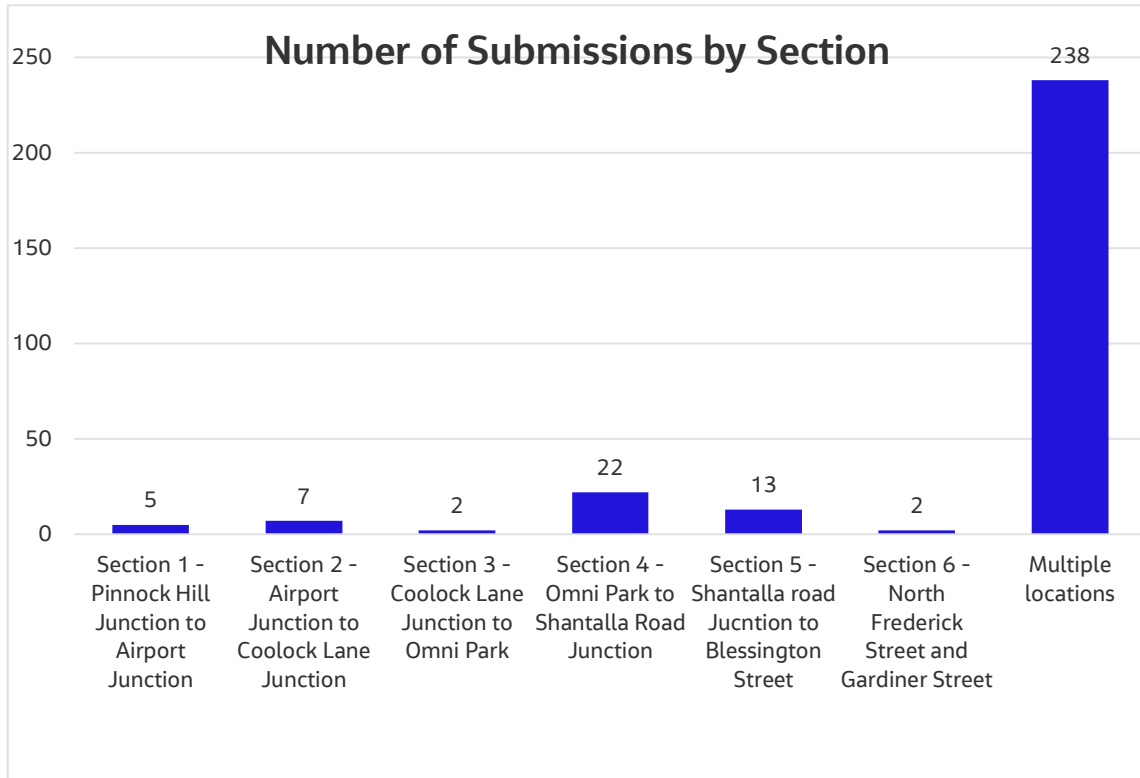


Figure 6: Number of Submissions per Section of Scheme

	Number of Submissions	Percentage %
Section 1 Pinnock Hill Junction to Airport	5	2
Section 2 Airport Junction to Coolock Lane	7	2
Section 3 Coolock Lane Junction to Omni Park	2	1
Section 4 Omni Park to Shantalla Road Junction	22	8
Section 5 Shantalla Road Junction to Blessington	13	4
Section 6 North Frederick Street and Gardiner	2	1
Multiple Sections	238	82
Total	289	100

Table 3: Submissions per Section of Scheme

3.5 Profile of those Making Submissions

Of the submissions received:

- 71% were from residents of the study area or affected property owners (141 No);
- 12% were from local Counsellors and TDs (24 No);
- 12% were from Representative Bodies (23 No);
- 2% were from County Councils (4 No); and
- 4% were from affected businesses (8 No).

3.6 Themes Raised in the Submissions

All of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 10 main themes were identified during this review process.

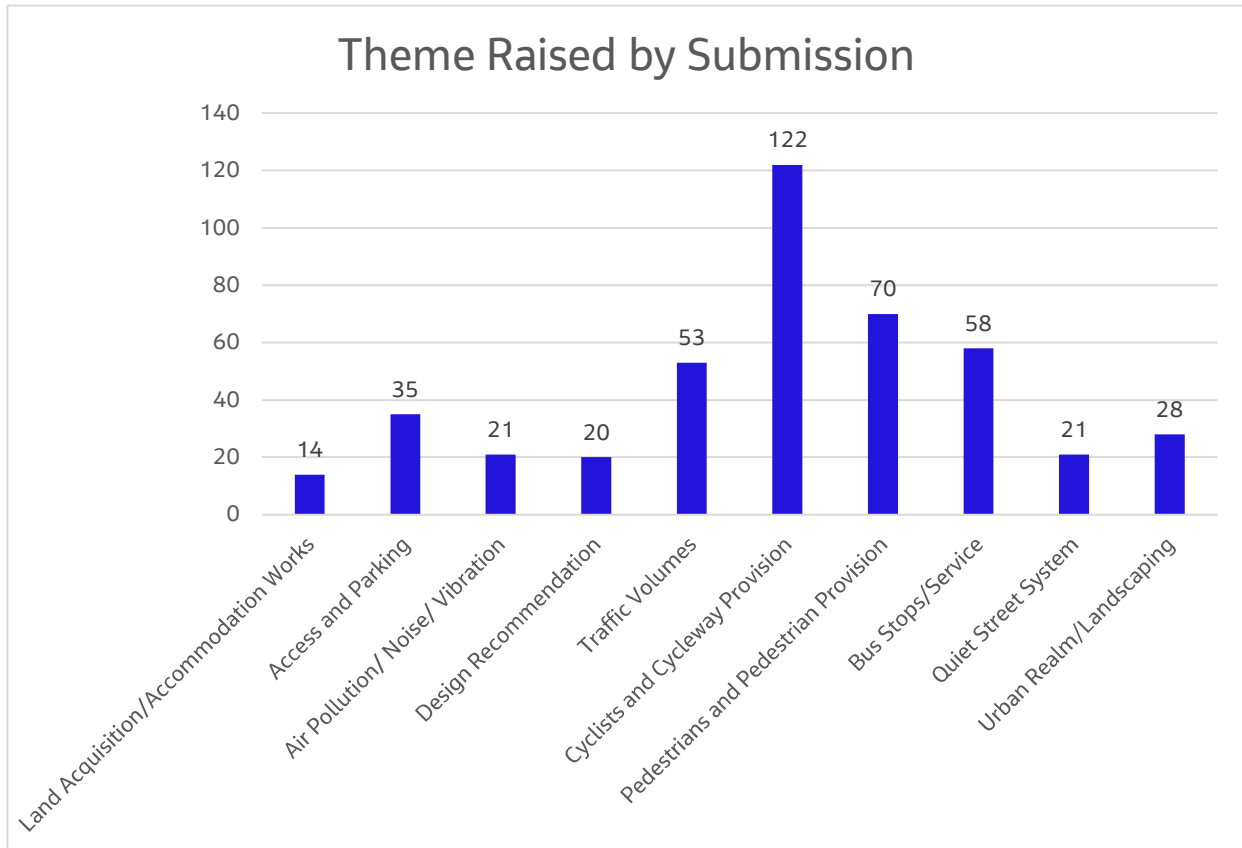


Figure 7: Number of Comments per Theme

Theme	Frequency
Land Acquisition/Accommodation Works	14
Access and Parking	35
Air Pollution/ Noise/ Vibration	21
Traffic Volumes	53
Cyclists and Cycleway Provision	122
Pedestrians and Pedestrian Provision	70
Bus Stops/Service	58
Design Recommendation	20
Urban Realm/Landscaping	28
Quiet Street System	21
TOTAL	442 comments

Table 4: Number of Comments 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 B provides in-depth listing of the various issues raised in each section during the third public consultation.

3.7 Summary of Main Issues Raised in the Third Non-Statutory Public Consultation

This report identifies the key issues raised in the public consultation process. The Authority will seek to establish the validity of the concerns, the potential consequences for the project, and how best to address the issue and /or mitigate the negative impact.

While a variety of matters were raised in the submissions, the key issues, ranked in order of response mention, related to the route are as follows:

- Cyclists and cycleway provision;
- Bus stops and bus services;
- Pedestrians and pedestrian provision;
- Quiet street system;
- Anticipated increase in traffic volumes;
- Design recommendation;
- Access / parking;
- Land acquisition / accommodation works;
- Urban realm/landscaping; and
- Noise / vibration / air quality.

The nature of the issue, and the proposed NTA response to it, is covered in the following sections.

Issue 1: Cyclists and Cycleway Provision

One submission was critical of the number of crossings for cyclists in the vicinity of Dublin airport, where it is largely proposed to retain a number of free flow lanes – at South Corballis road and entrances to the Green and Red car parks. The routes for cyclists were viewed as circuitous and there are a number of areas where it was considered that safety for cyclists needed to be urgently improved, particularly around the airport roundabout and the approach from Coachman’s Inn. It was also felt that the crossings at Northwood Avenue and Santry Avenue would require cyclists to dismount.

A requirement for a verge to act as a buffer between traffic and cyclists was highlighted at the northern end of the scheme, where the speed limit is 60km/h. It was considered that the scheme should strive to achieve 2.5m wide cycle tracks in line with the GDA Cycle Network Plan and also that the provision of cycle lanes across slip lanes is not recommended by the NCM and the slip lanes should be removed.

The existing cyclist provision at St. Alphonsus Ave, Dargle Road, Carlingford Rd, Hollybank Road and Collins Ave were highlighted as areas needing careful consideration. It was considered that northbound cyclists would come into conflict with left turning vehicles at Whitworth road, Church Avenue, Ormond Road, Clonturk Park, Richmond Road and Clonliffe Road amongst others. The

general feeling is with regard to these junctions is that cyclists are not being given clear protection from left-turning vehicles.

One submission requested extension of the cycle tracks into Swords village in order to complete the Greater Dublin Area Cycle Network route. There was also a request to connect with the Santry River Greenway project at Northwood.

One submission requested that the scheme provide cycle tracks along Gardiner Street lower.

One submission highlighted Botanic Avenue and Whitworth Road as two junctions which do not adequately cater for right turning cyclists.

Safety concerns were raised in connection with the proposal to locate the northbound cycle track within Morton Stadium and Santry Park. It was considered that motorists entering the stadium would have difficulty observing approaching cyclist due to the proposed retention of the existing boundary wall outside the cycle track. There was also concern that cyclists themselves could be vulnerable to assault and would be disrupted by vehicles entering and exiting the stadium. There was also concern that the proposed arrangement would provide an opportunity for loitering and anti-social behaviour outside the stadium, with consequent threats to the security of the staff and premises.

Safety concerns were also raised in connection with cyclist speeds between the Tolka and Hollybank road. Within Santry, concerns were raised over the visibility of approaching cyclists for vehicles leaving their driveways.

NTA response to issue 1:

Grass verges have been included in the updated design between cycle tracks and bus lanes where space permits from Pinnock Hill to Airside junction.

All reasonable measures will be taken to provide a consistent implementation of a cycle regime that helps achieve the objectives of the Greater Dublin Cycle Network along the scheme, this is seen as a necessary and desirable addition to the current transport options across Dublin to help reduce car use.

Specific attention is being given to junction design, to ensure that cyclists can negotiate and traverse junctions safely. Along the corridors, cyclists will be provided with segregated cycle tracks where possible, protecting them from direct conflict with buses, cars and other vehicles. The proposed layout at Whitworth Road has been amended, whereby the left turn lane is now at the offside of the bus lane, creating greater distance between straight ahead cyclists and left turning vehicles. Right turning cyclists from Whitworth Road are also facilitated.

The provision for cyclists at Northwood junction has been modified to better integrate with the Santry River Greenway project.

The provision for cyclists at Morton Stadium and Santry Park has been modified, whereby a 1.5m wide cycle track is now proposed northbound between Coolock Lane and the northernmost entrance to Morton Stadium. There is no impact within the stadium or Santry Park as a result.

Issue 2: Bus Stops and Bus Services

A number of submissions raised concerns about the proposed locations and layouts of bus stops. This included bus stop number 1639 at Santry Villas, the proposed new bus stop at Airport Business Campus due to visibility issues at the access to the Business Campus, amongst many others. Alternative locations have been suggested in some instances as more favourable options to help address safety issues, congestion and traffic flow.

A submission highlighted a number of recommendations for Pinnock Hill junction relating to the bus provision:

- It is perceived that that the bus stops each side of the proposed Pinnock Hill junction are located in the bus lanes and could potentially impede other buses using the bus lane. With the removal of the roundabout at Pinnock Hill, there is adequate space for island bus stops and that cycle lanes could be routed around the bus stop as per the rest of the route;
- The southbound bus lane becomes a left turning lane 100m before the R125 which is perceived to undermine the bus service. Removal of the central median to provide space for a left filter lane is suggested; and
- For northbound buses the bus lane seems to only allow for buses turning onto the R836, again this is perceived to undermine the attractiveness of the bus service and the bus lane should allow for buses continuing straight on.

It has been suggested that the bus lane in the middle of the Shantalla flyover would cause motorist confusion and it should be positioned on the south side of the flyover instead. Another submission has implied that there is no need for these works on Swords Road due to the presence of an existing continuous bus lane with the exception of a couple of hundred metres between Omni and Shanowen.

Camera enforcement on bus lanes has been suggested by some submissions to deter vehicles from illegally driving in bus lanes. This ties in with the issue of having left turning vehicles entering the bus lane to queue at lights, it has been recommended that this area should be minimal, and barriers should be in place to prevent the whole bus lane being taken over as a slip road. Another respondent suggested that designated bus lanes are specified during specific hours only, particularly outside peak hours and weekends. Alternatively, that a bus and taxi priority corridor is developed to give such vehicles right of way but would not hinder the distribution of traffic between both lanes where feasible.

Concerns have been raised with the over reliance on island bus stops. It is perceived that these make the bus network significantly more dangerous especially for vulnerable road users, in particular in Drumcondra where there are multiple schools and workplaces for visually impaired and in the Dublin Northwest constituency which has a high volume of older residents.

Whitehall is described as the interconnection of BusConnects, Metrolink, Port Tunnel, M1 and M50, integration between these was suggested by one submission.

It was recommended that multimodal travel between bike and bus is encouraged as the design progresses through the provision of sheltered Sheffield stands near bus stops along the route.

It was pointed out by one submission that along the Santry Village, the public transport service on the route has been inadequate for decades and is unlikely to improve substantially even with BusConnects. This was considered as being due to the fact that capacity is limited on routes from Swords and beyond due to the growing communities in North Dublin. At peak times it was considered that by the time the services reach Santry they are at capacity.

NTA response to issue 2:

A key element of the consultation process is to invite comments from the public, disability and older person groups, cycle groups, resident groups, campaign groups etc. that can provide knowledge and insight as to the local issues present along the schemes. We have taken on board the design recommendations that have been made.

Island bus stops are the preferred bus stop arrangement to be used as standard on the CBC project where space constraints allow. Conflict between cyclists and stopping buses is removed as cyclists are deflected behind the bus stop. To address the pedestrian/cyclist conflict, a formal crossing point is provided on the upstream side of the island for pedestrians accessing the bus stop area, consisting of an on-demand signalised pedestrian crossing with appropriate tactile paving, push button units and LED warning studs. A second informal crossing is provided on the desire line on the downstream side of the island. The angle of deflection of cyclists will be sharp enough to reduce speeds as cyclists must give way to pedestrians crossing to the bus stop area. Additionally, the cycle track will be narrowed to less than 2m through the bus stop to discourage overtaking. Appropriate signage and lighting will be provided to ensure that all road users are aware of the potential conflicts in this area.

Issue 3: Pedestrians and Pedestrian Provision

A number of submissions raised concern over footpath widths. The area of Whitworth Road / Drumcondra Road / Dorset Street and under the bridge adjacent to Drumcondra train station were specifically highlighted as a hostile environment where the footpaths are considered too narrow and where street clutter reduces footpath capacity. Some argue that in certain locations footpath widths are being reduced to accommodate cycle lanes and this will discourage a modal shift to walking for commuting trip purposes.

A request was also made for a pedestrian crossing to be provided at the junction between Drumcondra Road Upper and Millmount Avenue as the footpath is narrow and congested which is of particular concern to pedestrian safety as it is located adjacent to a school.

One submission sought to improve pedestrian permeability and safety by recommending the following pedestrian crossing improvements:

- Pedestrian crossing on the north side of Drumcondra Road Lower and Clonliffe Road is reorganised by creating a new left turn lane going south from Drumcondra Road lower onto Clonliffe Road;
- A new pedestrian crossing across Drumcondra Road Lower from the south side of Clonliffe Road; and
- A new pedestrian crossing across was also recommended at Drumcondra Road Lower from the north side of St. Alphonsus Road to the south side of Turnpike Lane.

One submission expressed concern over the further widening of the junction with Collins Avenue and the number of crossings required for pedestrians.

It was requested that the proposal to cut into the park continued after Santry Stadium as far as Northwood Entrance.

One submission suggested a pedestrian crossing was needed outside the Comet bar in Santry, and also in Santry Close.

One respondent noted that there is a lack of safe pedestrian and cycle facilities to cross from the R104/R132 and that pedestrian crossing facilities at the Coolock Lane interchange are improved considering the lack of connectivity between Santry Village and the residential area to the east of the N1.

A submission argued that dips in footpaths to allow access to driveways leads to an undulating path that is very uncomfortable for pram or wheelchair users.

It was considered that there is little traffic at present and no need for a bus lane and separate general traffic lane, this would provide space for a widened footpath and segregated cycling infrastructure.

It was proposed that the footpath passing through the group of trees at the Shanrath Road Shantalla Road junction should be retained and the cyclists use the carriageway.

One submission considered that there has been an absence of due consideration for the needs of older people and those with intellectual or physical disabilities and that there seems to have been very little direct consultation with disability and older persons' groups.

NTA response to issue 3:

Improvements and enhancements have been made to footpaths, walkways and pedestrian crossings. All reasonable measures will be taken to provide a consistent implementation of pedestrian facilities. Specific attention is being given to junction design, to ensure that pedestrians can negotiate and traverse junctions safely and where possible in a single direct movement. A minimum footpath width of 2.0m is provided where possible throughout the scheme.

In line with the Road User Hierarchy, at pinch points first the width of the general traffic lane is reduced, then the cycle track before the width of the pedestrian footpath is reduced.

A pedestrian crossing is provided at the junction between Drumcondra Road Upper and Millmount Avenue in the current proposal. Pedestrian crossings have also been introduced adjacent to the Comet bar in Santry and at Santry Close, near the Northwood junction, in the current proposal.

Issue 4: Quiet Street System

A large number of submissions were received to object to the introduction of the Quiet Street System along Lorcan Road and Shanrath Road:

- Residents are worried about losing on-street parking due to the introduction of a cycle lane, especially residents who don't have a driveway on their property;
- Queries were raised as to whether restrictions would be placed on through traffic along both of these streets;

- It was thought that more should be done to facilitate safe cycle lanes along Swords Road and it is widely expected that cyclists will continue to use Swords Road despite the 'Quiet Street';
- The safety of cyclists, motorist and pedestrians using the Quiet Street was highlighted. The roads currently have high traffic volumes, issues with speeding vehicles and is an established 'rat-run' for motorists; and
- It was noted that the proposed cycle track going through the group of trees at the end of Shanrath Road, adjacent to the Shantalla flyover is unsafe for pedestrians using the footpath and is recommended instead that the cycle track continues on road and crosses over at the junction to the other quiet street on Larkhill Road. Another proposal suggests that the cycle lane should turn left exiting Shanrath Road and proceed over Shantalla bridge and then turn right to join the cycle line on the slip road to Swords Road as this would reduce the number of junction crossings a cyclist would need to make.

NTA response to issue 4:

Appropriate road marking will be provided to demarcate the quiet street environment through Lorcan Road and Shanrath Junction. The Shanrath Road / Shantalla Road Junction has been modified as part of the ongoing design to improve cyclist and pedestrian priority.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be being out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 5 Anticipated increase in traffic volumes

Concerns regarding traffic issues were raised at a number of specific locations:

- The proposed road layout at Santry was described as dangerous due to it being reduced to one lane. Having one lane will impede the flow of traffic wanting to travel north along the R132;
- At Santry Avenue the removal of the left turn slip road is considered to be an oversight as the area is described as a major pinch point. It was also noted that a dedicated left filter lane (northbound direction on Swords Road) is needed as traffic tends to back up as far as Omni Park;
- The proposed widening of the Swords Road at its junction with Collins Avenue was also flagged as a concern. The area is described as an inhospitable place for pedestrians that is dominated with cars and adding additional traffic lanes to make space for queuing traffic is viewed as unacceptable. The idea of creating more space for cars goes against the modern understanding of sustainable transport;
- It has been suggested that more could be done to address ongoing traffic issues at Omni Park Shopping Centre junction. These issues include major backlogs and a dangerous crossing arrangement, which are expected to get worse with the high

volume of new developments in the vicinity of the junction Suggested measures include land take from Omni Park Shopping Centre to facilitate a longer dedicated traffic lane for northbound vehicles turning left into the car park or creating a second access route in and out of Omni Park Shopping Centre to ease pressure on existing junction; and

- The removal of the turning lane into Eccles Street was raised as an issue.

Other concerns raised relate to the impact that feeder roads pose on Swords. Current roundabout arrangements delay traffic from minor roads significantly and cause issues for access to and from Swords, Santry and Whitehall. It was also recommended that private traffic should have its own very clear private traffic routes and shortcuts should be closed to prevent rat running and cut down on through traffic.

It was requested that alterations to junctions within the vicinity of Dublin Airport remain within an acceptable tolerability as set out by EMR report on Public Safety Zones and guard against queues and stacking. Additionally, it is requested that due regard is given to coordinating the CBC works with MetroLink to minimise impacts on Dublin Airport's proposed Capital Investment Plan 2020 – 2024 as well as the continuing operation of Dublin Airport.

NTA response to issue 5:

The change in traffic volumes as a result traffic management measures such as the proposed junction at Omni Shopping Centre will be assessed as part of the analysis of the detailed traffic model. Mitigation measures will be considered as part of the assessment.

A detailed review of directional traffic signs along the scheme will be undertaken to identify any changes required due to the proposed scheme.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be being out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 6: Design Recommendation

Eight responses recommended design alternatives along the route.

A proposed residential development located adjacent to the Pinnock Hill Junction noted that they are keen to work in conjunction with the Swords to City Centre Route to provide an access from the proposed development onto the R132, linking traffic signals to the new signalised junction at Pinnock Hill and also to provide a pedestrian access to the proposed Metro.

To improve the urban realm of Dorset Street and Parnell Square the following recommendations was submitted:

- Remove central median and widen footpaths, use space gained for green/rest/pull-in spaces and separate cycle lane from road users;
- Narrow junction with wider footpaths to protect pedestrians and slow down road users.
- Segregated Cycle lane joined to path with shared surface and dished;
- Create two-way cycle lanes on east side of Parnell Square;
- Reduce bus stop length to create clear vista of Georgian terrace and space for school children; and

- Create pull-in for universal access for school and theatre.

It was recommended that the new bridge over the River Tolka is used exclusively for pedestrian traffic in an effort to provide priority to pedestrians over all wheeled transport.

There was a request to install cameras in bus lanes to stamp out bus lane abuse and to provide improved enforcement of road behaviour to prevent negative impacts on sustainable transport users.

It has been requested that plans to provide a bike/bus lane on the Shantalla flyover bridge are revisited, in order to prevent tailbacks of traffic on Swords Road through Santry Village.

The following suggestions were made to help future-proof the proposed scheme:

- Dublin Bike type installation be allowed for all along the route;
- Routes allow for electric cars – charging;
- Electric bicycles/electric scooters are catered for;
- Park and ride facilities are provided on the outskirts of the city; and
- A direct link or connection is provided to the Metro.

Finally, a design recommendation has been put forward for the slip road that comes from Santry Avenue onto Swords Road. It has been observed that this will be removed as part of the proposals and there will only be one lane for cars going both left and right. It is recommended that this slip road is left in place and should also be widened to stop the need for cars to mount the footpath to access the slip road when cars are stopped at lights to turn right and are blocking the slip road.

NTA response to issue 6:

A key element of the consultation process is to invite comments from the public that can provide knowledge and insight as to the local issues present along the routes. We have made changes in response to the suggestions that have been made to date and will continue to do so as the development of the scheme continues.

The removal of existing tree lined central reserve along Dorset Street Lower (involving trees and paving that would otherwise be unaffected by the works) was considered unnecessarily disruptive and undesirable.

The cycleway design on Parnell Square East has been modified to a two-way cycle track in the final layout.

The new bridge over the Tolka is to be segregated between pedestrians and cyclist in the amended design.

Issue 7: Access and Parking

One submission expressed their concern about the reduction in parking capacity of their front garden due to land acquisition along with the limited parking availability on the section of road from Omni Shopping Centre to Shantalla Bridge and associated impact this will have on their businesses. Additionally, there are concerns regarding issues with vehicles exiting the property as it is perceived that the introduction of additional lanes will increase the complexity of exiting

from the property onto Swords Road.

Illegal parking on footpaths has been raised as an issue with bollards being suggested as a means to prevent this from happening. It has been recommended that parking spaces should leave space for car doors to open. Also, it was queried if existing accesses would be maintained as part of the BusConnects scheme.

Impact on businesses is also a concern during the construction phase.

Comments were also raised in relation to specific locations along the scheme:

- The removal of the loading bay outside Tesco on Dorset Street has been objected to;
- It was highlighted that parking appears to have been removed from houses on Dorset Street with no alternative provided;
- One respondent pointed out that the proposed cycleway at Morton Stadium will lead to the loss of 25 to 30 parking spaces;
- The removal on all on street parking on Parnell Square East is supported but it has been noted that the 2 disabled bays on Parnell Square east will need to be relocated;
- The removal of on street parking on Dorset Street from Hardwicke Place to North Frederick Street is supported;
- It has been highlighted that parking on Drumcondra Road Lower near Clonliffe Road is in high demand and it was recommended that loading bays should be 24 hours to prevent parking. The provision of disabled bays at the shops should be considered here also; and
- At No 51-57 Drumcondra Road Lower parking spaces are being reduced from 11 spaces to 3, it was pointed out that 5 spaces could actually be retained within the realigned protected parking bay.

NTA response to issue 7:

Following review of the submissions received and further analysis a number of sections along the scheme have been assessed and amended as part of the design development, and a key outcome of many of these design interventions are revised traffic management proposals. Within the PRO proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments.

As part of the current stage of the project a substantial transport and traffic modelling exercise is being undertaken to more accurately understand the implications of the proposals at both a city-wide scale as well as at individual junctions. Once these implications are more precisely defined, they will inform the design, with appropriate treatment provided to ensure that the objectives of the scheme are fulfilled while catering for the needs of all road users.

The impacts of the scheme on the surrounding road network, outside of the main CBC scheme, will also be assessed as part of this exercise, with appropriate treatment and or mitigation measures, including turn bans, provided where necessary.

The loading bay outside Tesco and existing parking bays on Dorset Street are retained in the design. The design at Morton Stadium has been revised to avoid any impact on parking.

The parking spaces at No 51-57 Drumcondra Road Lower have been reconfigured to increase capacity.

Issue 8: Land Acquisition and Accommodation Works

The impact on existing property frontage and front gardens along Swords Road in Santry was raised by a couple of respondents. This is tied to the widening of the existing carriageway to accommodate new bus lanes. It is viewed that the acquisition of land along here will result in gardens being destroyed and devalued for no or negligible gain.

It was also noted that land acquisition in some locations appears to impact on existing buildings and in these instances land take should be considered and reviewed.

Where boundaries are being impacted, it has been queried if proposed boundary treatments will be a like for like replacement of what was previously in place. Other specific locations where land acquisition has been queried are at the embankment on Swords Road in front of Magenta Hall which has been earmarked to be a wildflower embankment, and in the vicinity of Omni Park Shopping Centre where it has been suggested that additional land acquisition might be required to facilitate the scheme.

NTA Response to Issue 8:

Following review of the submissions received and further analysis, a number of sections along the scheme have been assessed and amended as part of the design development, many of which reduce the impact on private properties.

We are aiming to minimise the impact on adjacent properties and other land parcels and are proactively engaging with landowners to ensure that their needs are understood, and where possible, mitigation measures and appropriate accommodation works proposals are being proposed.

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. The precise land take required for this scheme can only be determined at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 9: Urban Realm/Landscaping

Suggestions have been made for urban realm and/or landscaping improvements at specific locations, these include:

- The area surrounding Drumcondra Station at the junction of Drumcondra Road and St Anne's Road, this area is described as having many shops and not enough space

- especially on match days. Pedestrianisation of a small section of St. Anne's Road has been suggested as an improvement and would eliminate through traffic;
- In Santry Village, public realm improvements which would draw attention to Santry's history and heritage for example at St. Pappin's church have been suggested. The proposed construction works have also been viewed as an opportunity for Santry as a village to have its urban design reimaged with seating and planting provided;
 - The retention of the trees in the central median on Dorset Street after Gardiner Street has been welcomed;
 - Removing the central median along Dorset Street and using the gained space for green space, segregated cycle lanes, increasing footpath widths and narrowing of junctions to increase pedestrian safety; and
 - Reducing the length of bus stops at Parnell Square to create clear vista of Georgian Terrace.

NTA response to issue 9:

The preferred route option has been further developed to improve the urban realm environment along the entire corridor. Urban realm concept designs have been developed for Santry Village, Upper Drumcondra Road and Dorset Street, with additional landscaping and outdoor amenities.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

The PRO design now avoids the two Scots Pine trees at the Santry Park entrance and avoids impact on Morton Stadium entirely by the introduction of Signal Controlled Bus Priority between Northwood Avenue and Coolock Lane.

Issue 10: Noise / Vibrations / Air Quality

Concerns were raised about the widening of Swords Road through Santry Village. Residents are worried with the proposed bus lane running 1m closer to properties through Santry Village, that increased vibrations will have a detrimental impact on buildings and it will also bring about an increase in air and noise pollution.

It was suggested that an alternative air quality testing system is put in place for Santry as the existing monitoring stations in St Anne's Park and Finglas do not reflect Santry which is beside the Port Tunnel and Airport.

A report is being prepared by the Urban Transport Related Air Pollution (UTRAP) group to examine and identify ways to reduce transport related air pollution. The report is yet to be published however it has been recommended that BusConnects is informed by the recommendation provided in this report. It was also highlighted that a recent Environmental Protection Agency (EPA) report showed that Swords Road has some of the worse air quality in the State and an increase in traffic lanes will result in an increase in air pollution and goes against what BusConnects states as its goal of tackling climate change through reduced CO₂ emissions and congestion. Dedicated bus lanes are supported but additional traffic lanes in particular filter lanes are not.

NTA response to issue 10:

Under the BusConnects Dublin programme the NTA will be upgrading the existing bus fleet to transition to a fleet of low emission vehicles which will reduce both noise and air pollution. By 2023 half of the bus fleet, approximately 500 buses, will be converted to low emission vehicles, with full conversion completed by 2030.

The potential impact of the scheme in relation to noise impacts and air quality will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

4. Summary of Second and Third Non-Statutory Public Consultations

Below is a summary of the key issues raised in the second and third non-statutory public consultations ranked in order of response mentions. Irrespective of the count, all submissions were considered equally to assess the concerns of all people making responses. These issues were then taken on board as part of the refinement of the Preferred Route Option design.

Second Public Consultation key issues.

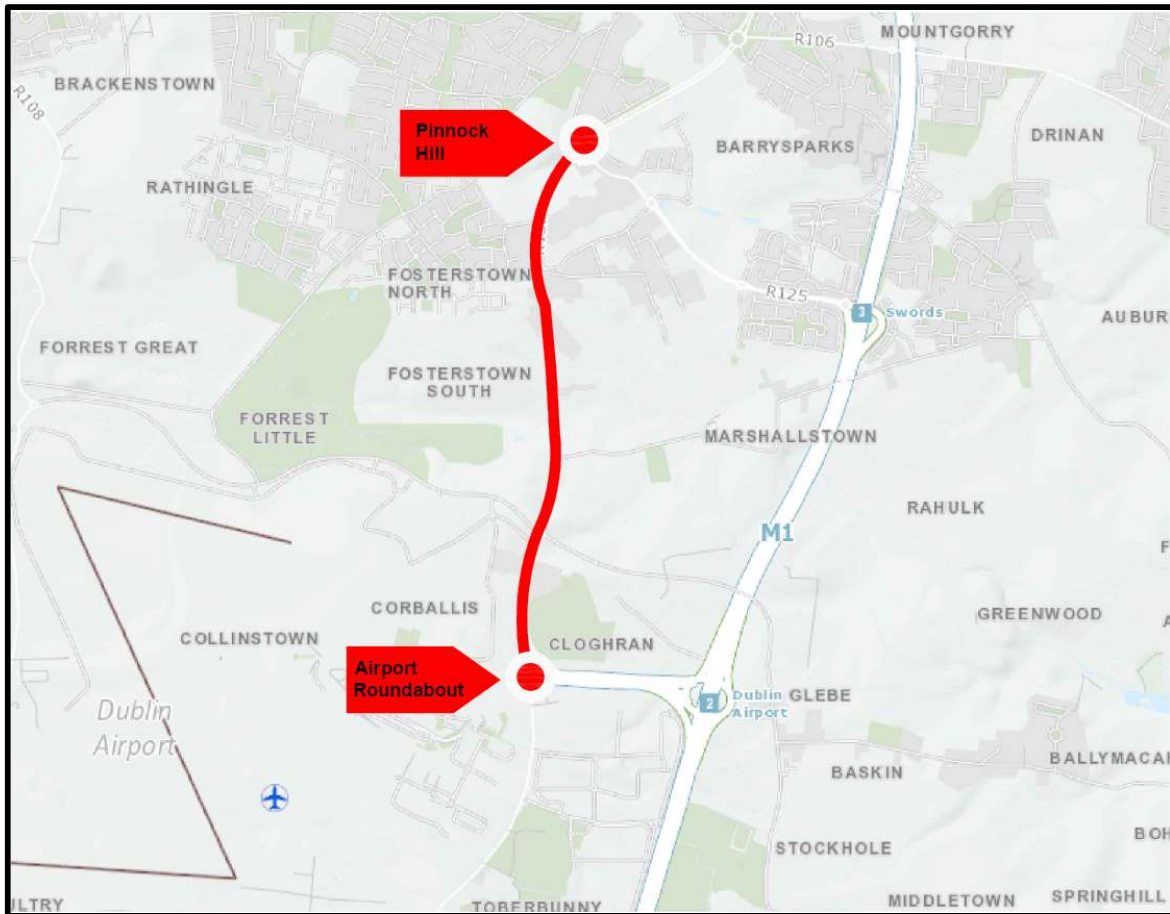
- Cyclists and cycleway provision;
- Pedestrians and pedestrian provision;
- Bus stops/bus service;
- Landscaping;
- Access and parking;
- Land acquisition and accommodation works;
- Heritage and conservation;
- Safety and speed;
- Urban realm;
- Community;
- Anticipated increase in traffic volumes;
- Construction stage issues;
- Noise, vibration and air quality, and
- Impact on local business.

Third Public Consultation key issues.

- Cyclists and cycleway provision;
- Bus stops and bus services;
- Pedestrians and pedestrian provision;
- Quiet street system;
- Anticipated increase in traffic volumes;
- Design recommendation;
- Access / parking;
- Land acquisition / accommodation works;
- Urban realm/landscaping; and
- Noise / vibration / air quality.

**Appendix A. Summary of issues raised per section of route for
both 2nd and 3rd non-statutory public consultations**

Section 1 Pinnock Hill to Airport Roundabout



Summary of comments from the Second Public Consultation noted the following:

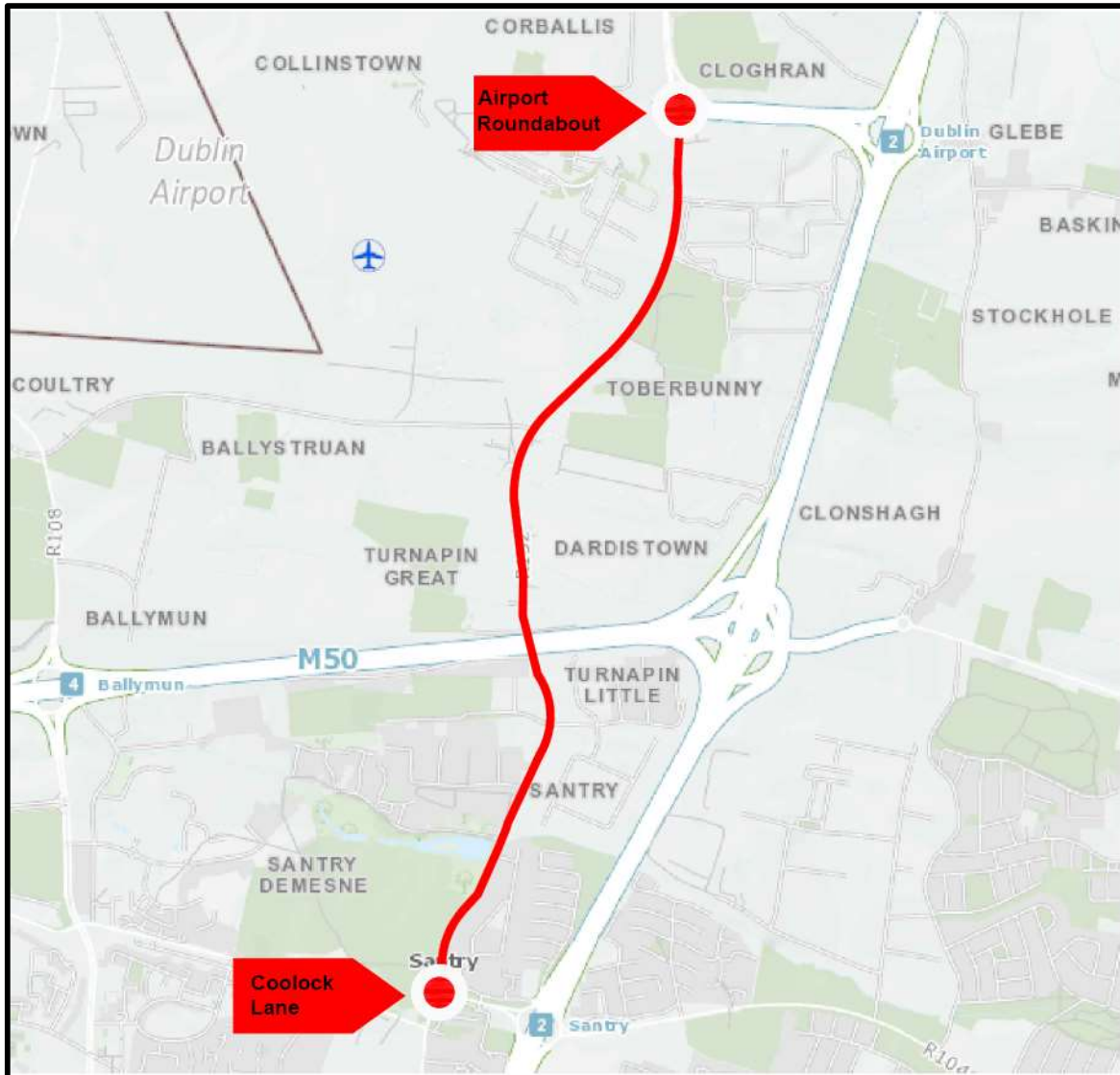
- The interface between BusConnects and the Metrolink, including encouraging people to walk and cycle to the metro station through the provision of wider cycle and pedestrian links;
- Impact on heritage features/protected structures;
- Impact on traffic at Cloghran Roundabout;
- Impact on Airport Roundabout, consideration of the Inner Public Safety Zone; and
- Co-ordination of the BusConnects and Metrolink programme as well as continuing operation of Dublin Airport.

Summary of comments from the Third Public Consultation noted the following:

- The bus stops at Pinnock Hill junction are located in the bus lanes and could potentially impede other buses using the bus lane. With the removal of the roundabout at Pinnock Hill, there is adequate space for island bus stops and that cycle lanes could be routed around the bus stop as per the rest of the route; and
- The number of crossings for cyclists in the vicinity of Dublin airport, where it is largely proposed to retain a number of free flow lanes – at South Corballis road and

entrances to the Green and Red car parks. The routes for cyclist were viewed as circuitous and there are a number of areas where safety for cyclists needs to be urgently improved particularly around the airport roundabout and the approach from Coachman's Inn.

Section 2 Airport Roundabout to Coolock Lane Junction



Summary of comments from the Second Public Consultation noted the following:

- Impact of heritage features/protected structures;
- Impact on mature trees at Santry Park/Santry Demesne; and
- Impact on business.

Summary of comments from the Third Public Consultation noted the following:

- Possibility of anti-social behaviour due to the proposed cycle lane being routed through the lands of Santry Park/Santry Demesne;
- Possibility of increased connectivity of cycle and pedestrian with Santry Park; and
- Impact on business due to land take and continued access for Industrial Estates.

Section 3 Coolock Lane Junction to Omni Park Shopping Centre Entrance



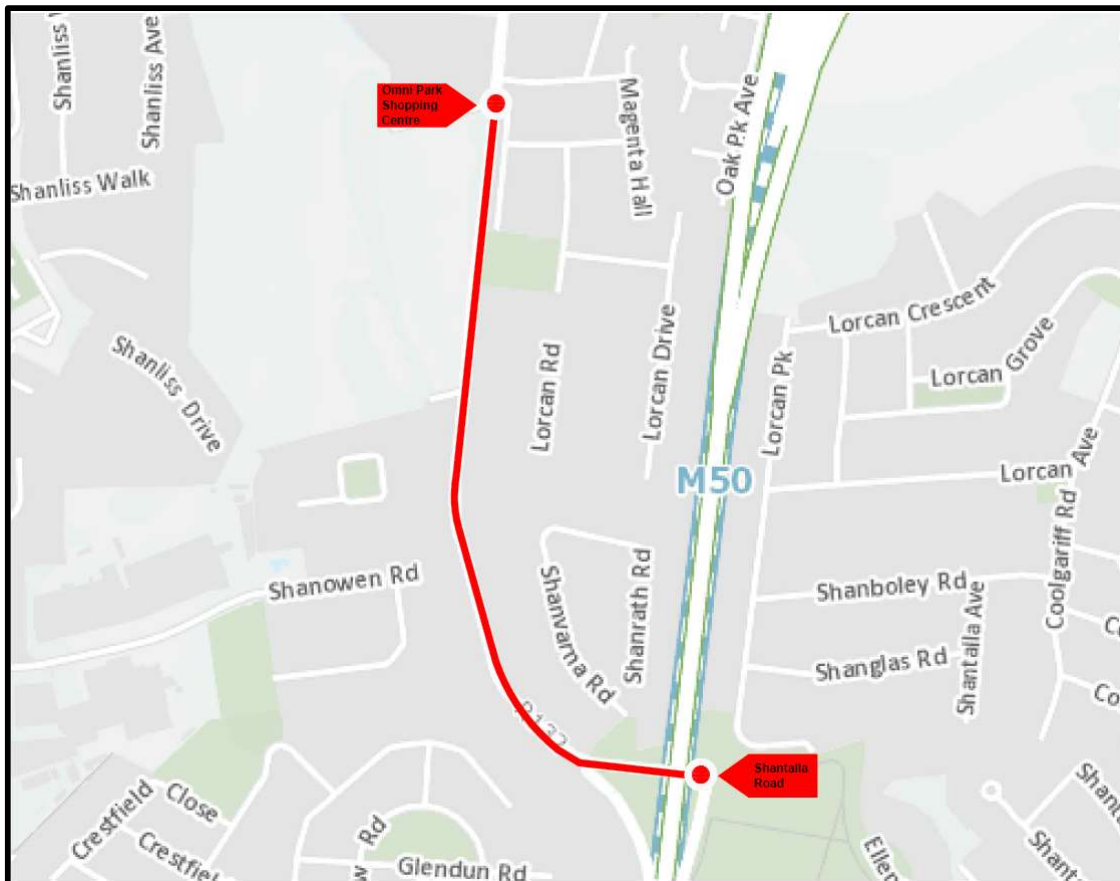
Summary of comments from the Second Public Consultation noted the following:

- Existing issue with traffic at Omni Shopping Centre, calls for a dedicated filter lane or alternative entry/exit to the centre;
- The junction at Omni Centre is difficult for pedestrians to negotiate;
- Concerns around the safe entry and exit at Church Lane, School House Lane and Magenta Crescent, particularly with regard to cyclists;
- Replacement of landscaped embankment between Magenta Crescent and Magenta Hall;
- Request for a footpath to be provided beside the cycle lane on the northern section of Lorcan Road; and
- Request for a yellow box and traffic lights to be provided at Santry Hall.

Summary of comments from the Third Public Consultation noted the following:

- Concern for the length of distance for pedestrians to walk to the nearest bus stop regarding large number of new apartments located at Swiss Cottage site;
- Existing issue with traffic at Omni Shopping Centre, calls for a dedicated filter lane or alternative entry/exit to the centre. Many see very limited improvement of junction design; and
- The junction at Omni Centre is difficult for pedestrians and cyclists to negotiate.

Section 4 Omni Park Shopping Centre Entrance to Shantalla Road Junction



Summary of comments from the Second Public Consultation noted the following:

- Concerns that the Core Bus Corridor Preferred Route Option will be finalised before a local area plan (LAP) is in place. Locals feel the final preferred route option should be integrated with a local area plan;
- Impact on private property in terms of land acquisition, accommodation works, compensation, loss of parking, noise & air pollution and impact on property prices;
- Impact on the Santry Village area and local businesses from loss of on-street parking;
- Locals would like to see a greater connection between Santry Village and the Santry River Walkway;
- Requests for cycle signage to improve safety for the off-line cycle route along Lorcan Drive/Shanrath Road;
- Request for a yellow box at Maxol Petrol Station/Santry Motors;
- Concerns over the amount of land acquisition along Swords Road;
- Requests for raised tables to be provided at junctions;
- Concerns about the safety of the Shanrath Road/Shantalla Road junction with regard to the interface between cyclists and pedestrians and the use of shared spaces and toucan crossings

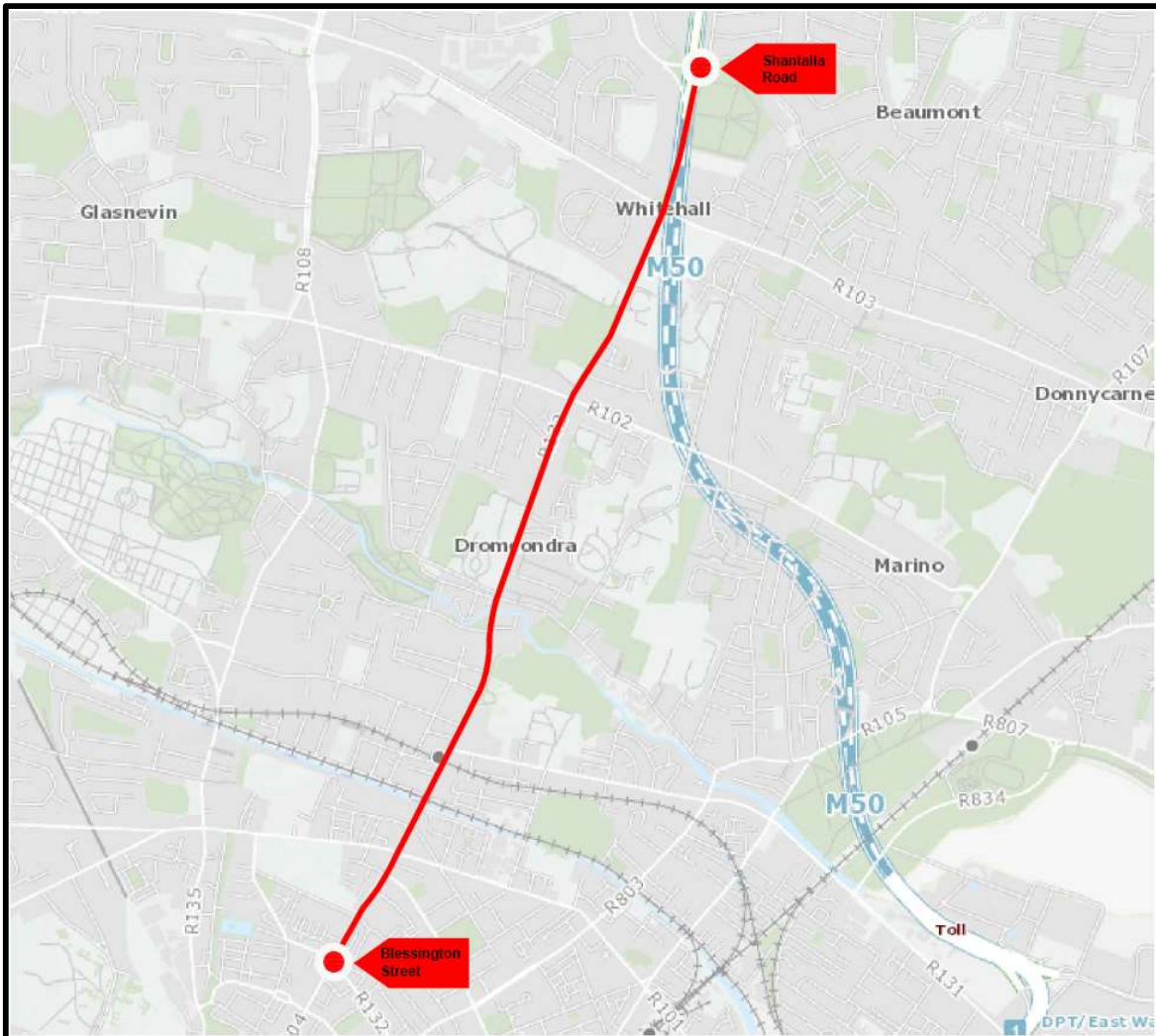
at this junction. Also, there is little passive surveillance on the two-way cycle track through the trees and buses to Shanrath Road;

- A concern that the bus stop on the Whitehall flyover is unsuitable for people with prams, senior citizens and disabled people;
- View that Lorcan Road is not a 'quiet street' but is used as a rat run;
- A pedestrian crossing at the Centra/Comet Pub shop area would be a welcome addition to join both commercial sides of the village; and
- There is a row of shops along the Swords Road in Santry with a problem of cars parking on the footpath. Request for improvements to this area.

Summary of comments from the Third Public Consultation noted the following:

- Concerns regarding the impact of new residential developments being constructed and their impact on reduced bus capacity once completed;
- Large number of submissions received in opposition to the Quiet Street system along Lorcan Road and Shanrath Road. View that Lorcan Road is not a 'quiet street' but is used as a rat run;
- Concerns regarding cyclist visibility after exiting the Quiet Street at Shanrath Road. Due to the proposed cycle lane being located amid a group of trees, cyclist visibility could be hindered due to the large grouping of trees at that location. One submission suggested the cycle track keep within the quiet street and cross the junction to continue as a quiet street on the west side of Swords Road;
- Residents are worried about losing on-street parking due to the introduction of a cycle lane, especially residents who don't have a driveway on their property; and
- The proposed diversion of the cyclists through the Quiet Street may be ignored and cyclists may continue to use Swords Road through Santry Village without any cyclist provisions in place.

Section 5 Shantalla Road Junction to Blessington Street



Summary of comments from the Second Public Consultation noted the following:

- Greening potential was highlighted along the painted central medians for low level planting and at some of the junctions around Whitworth Road. It was also suggested that the removal of trees from the central median on Dorset Street be replaced with trees on the adjacent footpaths where there is more space;
- Generally, the loss of mature trees along the scheme is not supported, however the removal of one tree is proposed at one location - at the corner of the junction of Drumcondra road heading south towards the city centre and Griffith Avenue heading towards Marino. This tree is perceived as a dangerous obstacle to pedestrians and cyclists;
- A number of submissions have suggested design improvements for the Collins Avenue junction and the Griffith Avenue junction to improve the safety of vehicles, pedestrians and cyclists;

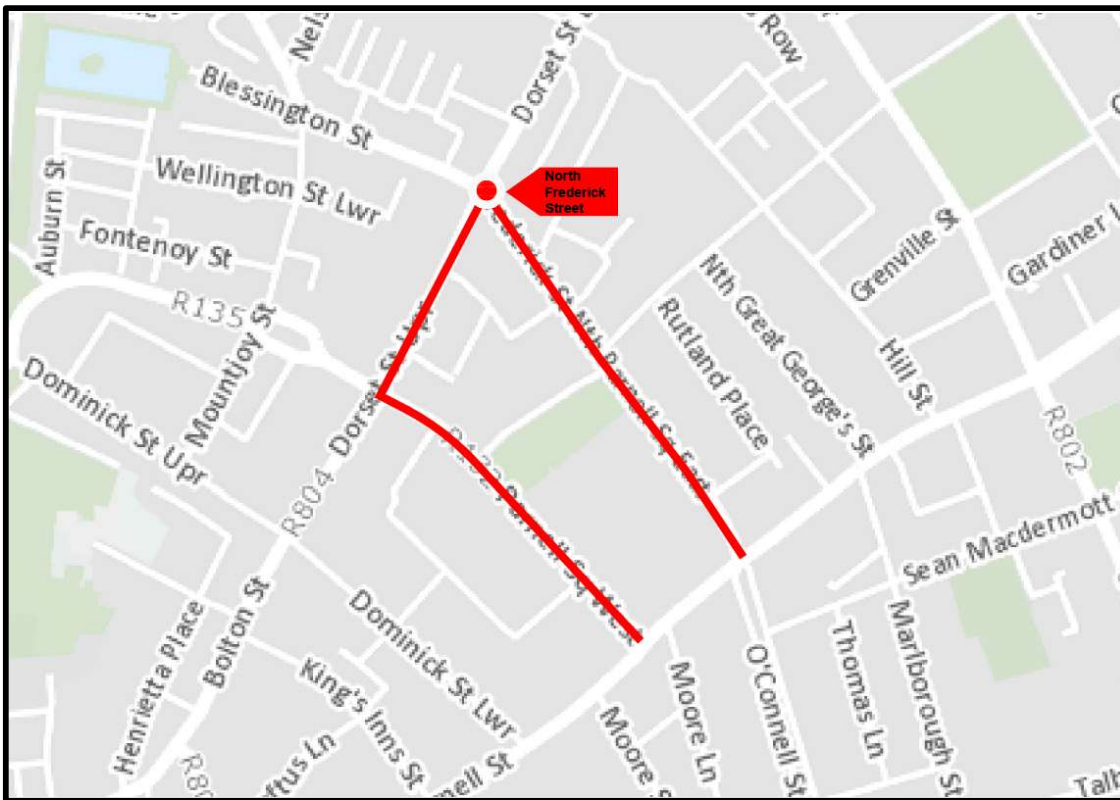
- It has been noted that at the Iveragh Road junction, pedestrians will experience different arrangements depending on where they cross. This was considered to lead to confusion and create a safety hazard;
- A view was expressed that pedestrian crossings should be aligned rather than staggered and raised tables could be provided at junctions;
- Questions were raised as to why there are differing bus stop designs throughout the scheme. There are mixed opinions on island bus stops with some seeing them as dangerous, conflicting with cyclists and challenging for passengers with a disability or who are visually impaired, while others are requesting that they are further implemented where island bus stops are not currently proposed;
- Further clarity on the design and land acquisition of the River Tolka bridge has been requested
- Concern was expressed that the proposal to widen the cycle lane into two lanes at the junction of Drumcondra Road Lower and Clonliffe Road would act negatively on the pedestrian space on the footpath. It is queried how this issue is overcome at other similar junctions;
- Request that both the northbound bus stop at Iveragh road and the northbound bus stop outside Home Farm football club be amended to floating bus stops like the one at Seven Oaks;
- Concerns about the conflict between cyclists and left turning traffic at a number of junctions, where cyclist priority should be implemented;
- The issue of traffic entering the bus lanes too soon and taxis clogging up bus lanes has been raised, noting that this impacts the idea of bus priority;
- Additional space has been suggested for the bus stop at Clonliffe Road as it is very busy with a number of service providers;
- An objection to the removal of Bus Stop 85 on Drumcondra Road near Home Farm Road junction;
- Reductions in footpath widths are strongly opposed and, in some locations, it is suggested that the footpath and cycle track widths are too narrow. Proper segregation is requested throughout;
- A 30kmph speed zone between Drumcondra train station and North Circular Road has been suggested to reflect the area's use as an urban village. Addition pedestrian crossings have also been suggested;
- A suggestion has been made to create a cycle route through The Cloisters/Hampton Lodge and Griffith Downs as this may take a lot of cyclists off Gracepark Road, which is not considered suitable to accommodate cyclists at the moment;
- The right hand turn from Drumcondra Road Lower to St. Anne's Road should be re-considered. St. Anne's Road is a quiet residential street with a speed limit of 30km and children's Pocket Park. This turn acts as a rat run for traffic that is unable to turn right at Whitworth Road. Feedback suggests making this turn local access only. The right-hand turn could be moved to Whitworth Road;
- Binn's Bridge is a major interconnector and the interface between all traffic should be carefully considered;
- Clarification is sought on whether the right turn into Synott Place is being retained as presently it is a dangerous junction; and

- The removal of on-street parking is seen as having a negative impact on local businesses. In contrast there are also requests for on-street parking to be removed in some locations where properties have rear parking access and at Fagans Pub, where it causes conflict between all road users.

Summary of comments from the Third Public Consultation noted the following:

- Submissions suggested that the removal of trees from the central median on Dorset Street to increase footpath width and provide a green buffer between the road and footpath/cycle lane.
- A number of submissions have been received regarding the increased number of lanes at Collins Avenue junction and the perceived impact on pedestrian safety. The length of pedestrian crossings is a common concern;
- The existing cyclist provision at St. Alphonsus Ave, Dargle Road, Carlingford Rd, Hollybank Road and Collins Ave were highlighted as areas needing careful consideration. It was considered that northbound cyclist would come into conflict with left turning vehicles at Whitworth road;
- Further clarity on the design and land acquisition of the River Tolka bridge has been requested with a specific interest on the impact of the landscape of Our Lady's Park;
- One submission sought to improve pedestrian permeability at the Drumcondra Road Lower and Clonliffe Road Junction by suggesting a Shibuya crossing would increase safety as pedestrian crossings are synced and would allow for increased pedestrian capacity for large sport event or concerts;
- A submission requested a pedestrian crossing to be provided at the junction between Drumcondra Road Upper and Millmount Avenue as the footpath is narrow and congested which is of particular concern to pedestrian safety as it is located adjacent to a school;
- On Drumcondra Road Lower near Clonliffe Road it has been highlighted that parking here is in high demand and loading bays should be 24 hours to prevent parking. The provision of disabled bays at the shops should be considered here also;
- The reduction in protected parking bays at No's. 51-57 Drumcondra Road lower from 11 spaces to 3. A suggestion highlighted through a layout realignment 5 spaces could continue to be accommodated as per the previous design stage published; and
- The area surrounding Drumcondra Station at the junction of Drumcondra Road and St Anne's Road, this area is described as having many shops and not enough space especially on match days. Pedestrianisation of a small section of St. Anne's Road has been suggested as an improvement and would eliminate through traffic.

Section 6 North Frederick Street to Parnell Square



Summary of comments from the Second Public Consultation noted the following:

- It is unclear how the contra-flow cycle track on North Frederick Street would be accessed from O'Connell Street;
- How will people cycling safely cross Luas tracks;
- Proposals for Granby Road are disappointing, footpath currently too narrow for the number of people walking or waiting for a bus. Footpath should be doubled or tripled in width; and
- Dorset Street Upper is part of the GDA Cycle Network Plan, current proposals show no cycle track on this section of road.

Summary of comments from the Third Public Consultation noted the following:

- Request to provide a two-way cycle lane to be included along Parnell Square West;
- To improve the urban realm of Dorset Street and Parnell Square the following recommendations was submitted;
 - Remove central median and widen footpaths, use space gained for green/rest/pull-in spaces and separate cycle lane from road users;
 - Narrow junction with wider footpaths to protect pedestrians and slow down road users;
 - Segregated Cycle lane joined to path with shared surface and dished;
 - Create two-way cycle lanes on east side of Parnell Square;
 - Reduce bus stop length to create clear vista of Georgian terrace and space for school children; and

- Create pull-in for universal access for school and theatre.

Multiple Sections throughout along the Scheme

Summary of comments from the Second Public Consultation noted the following:

- Greater cycle priority across junctions should be considered in order to maximise safety and efficiency for pedestrians and cyclists. Horizontal buffers between cycle tracks are requested to increase safety and comfort for cyclists, additionally, all cycle facilities should be in accordance with the NTA's National Cycle Manual;
- Integrated cycle parking solutions should be provided at bus stops including a much higher number of high-quality, covered and secure facilities;
- Request for an overall plan for cycling and walking be carried out to complement the overall area and fit in with existing infrastructure;
- Cyclist calming measures on island bus stops are suggested;
- Integration with other shuttle and supplementary services to adjacent routes and residential areas requested;
- A strategic review of bus stop patronage and locations along the corridor should be carried out with a view to rationalising bus stop positions with regard to current and future demand and development;
- Requests for the provision of extended hours services and 24/7 services where possible and engagement on a more efficient and effective public transport system;
- Concern regarding the disruption during the construction phase of the BusConnects project and the impact this will have on businesses. Cooperation and involvement in the construction phase with the NTA and the contactors is requested to minimise disruption;
- Provision of safe and segregated cycle paths are welcomed, careful consideration of the residential areas that these cycle paths will serve is requested to ensure easy access;
- View that due consideration and consultation has not been given to the needs of the elderly and those with a disability, either intellectual or physical. BusConnects must have equality and inclusion at its core;
- Footpath width should be reviewed in light of current times and Covid19;
- Some improvements have been suggested to improve the urban realm. Junctions should rise to meet footpaths, lips and ramps to driveways should be minimal, the lip should rise sharply. Currently when walking with a pram, the path undulates up and down across driveways. The footpath should remain flat for most of its width;
- Engagement is lacking with key interest groups;
- Some issues regarding the consultation process have been raised, these include:
 - The online feedback process which results in the restriction of elderly residents who are not online to provide input into this phase;
 - The approach whereby each CBC is being consulted on in isolation and cumulative effects are not being explained, the NTA using Community Fora as the only means of consultation as they have no statutory basis; and
 - The NTA have limited all organisations, regardless of the size of the organisation or the number of people represented, to just one representative per organisation.
- Some proposals for the overall scheme have been proposed, these include:
 - Incentivise public transport by reducing fares;
 - Introduce a Cashless Fare system;

- That a Dublin Bike type installation be allowed for all along the scheme;
- That routes allow for electric cars – charging;
- That electric bicycles / electric scooters are catered for;
- That park and ride is allowed for - especially further out; and
- That there is a direct link or connection to the Metro – Hub.

Summary of comments from the Third Public Consultation noted the following:

- Generally, the loss of mature trees along the scheme is not supported;
- Camera enforcement on bus lanes has been suggested by some submissions to deter vehicles from illegally driving in bus lanes. This ties in with the issue of having left turning vehicles entering the bus lane to queue at lights, it has been recommended that this area should be minimal, and barriers should be in place to prevent the whole bus lane being taken over as a slip road;
- Designated bus lanes are specified during specific hours only, particularly outside peak hours and weekends;
- Concerns have been raised with the over reliance on island bus stops. It is perceived that these make the bus network significantly more dangerous especially for vulnerable road users, in particular in Drumcondra where there are multiple schools and workplaces for visually impaired and in the Dublin Northwest constituency which has a high volume of older residents; and
- Greater cycle priority across junctions should be considered in order to maximise safety and efficiency for pedestrians and cyclists. Horizontal buffers between cycle tracks are requested to increase safety and comfort for cyclists, additionally, all cycle facilities should be in accordance with the NTA's National Cycle Manual.

The future proof of the route to allow for:

- That a Dublin Bike type installation be allowed for all along the route;
- That routes allow for electric cars – charging;
- That electric bicycles / electric scooters are catered for;
- That park and ride facilities is provided on the outskirts of the city;
- That there is a direct link or connection to the Metro; and
- Introduce a Cashless Fare system.