

**Appendix C**  
Public Consultation  
Submission Report  
- 2nd and 3rd  
Non-Statutory  
Consultation

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# 1 Executive Summary

## 1.1 Objective of the Scheme

The aim of the Bray to City Centre Core Bus Corridor (herein after called the Proposed Scheme) 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 (CBC) which runs from Bray to City Centre.

## 1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the non-statutory public consultation, as presented on the BusConnects website:

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

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

*Anne Graham, 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.

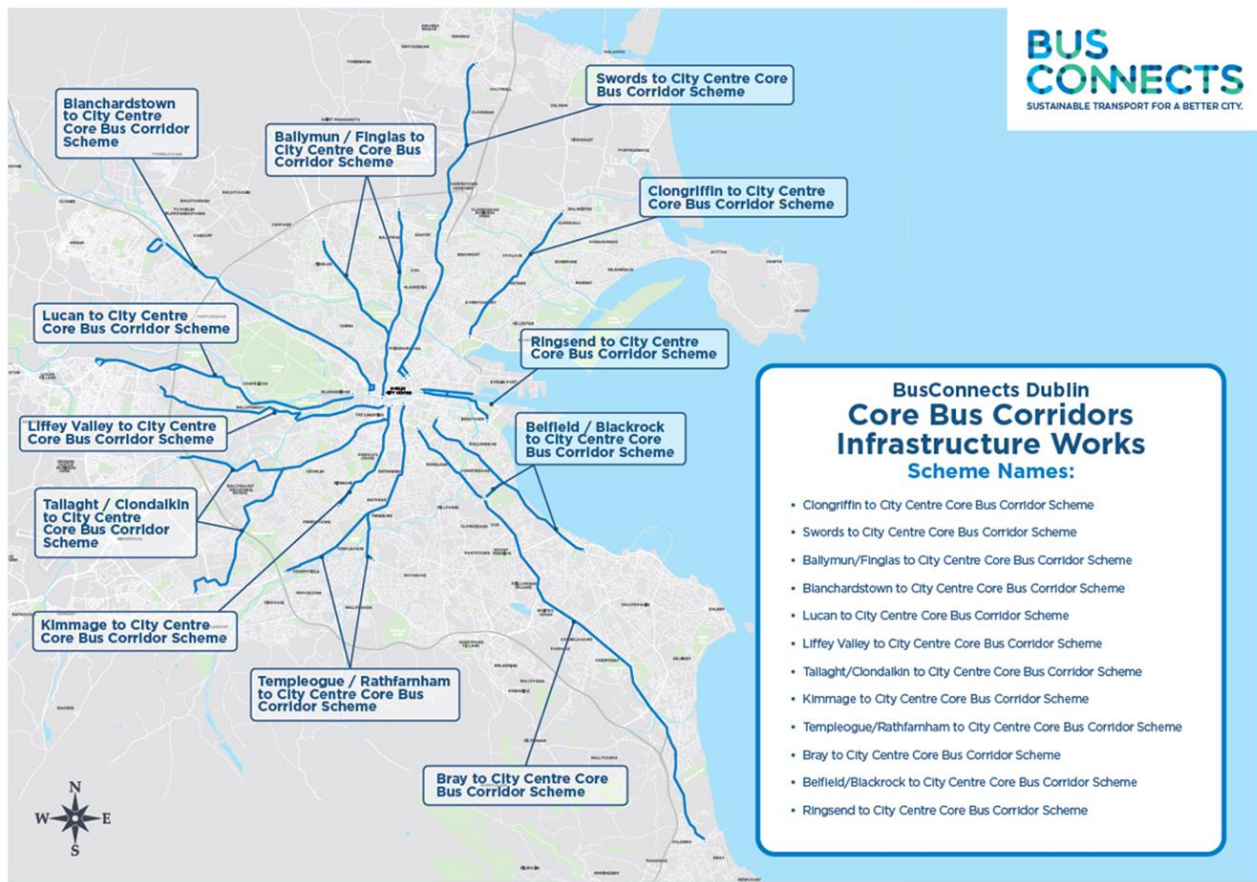


Figure 1 - BusConnects Radial CBC Network

### 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 26<sup>th</sup> February 2019 to 31<sup>st</sup> May 2019, and the output from these consultations has informed the ongoing scheme development. In addition, a number of community forums and localised engagement events were held covering the whole route, and specific areas respectively.

1225 submissions were received as part of the first 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.

- Proposals at Shankill Village;
- Access and Parking;
- Anticipated increase in Traffic Volumes;
- Impact on Local Businesses;
- Community;
- Safety and Speed;
- Land Acquisition and Accommodation Works;
- Construction Stage Issues;
- Bus Stops and Bus Service;
- Landscaping;
- Air Pollution;
- Cyclists;
- 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 BusConnects Core Bus Corridor Project took place from the 4<sup>th</sup> of March until 17<sup>th</sup> of April 2020 on the draft Preferred Route Option. The COVID-19 pandemic event became an issue in Ireland at the start of this period. In response to the Irish Government and National Public Health Emergency Team's guidelines in relation to the COVID-19 pandemic the majority of the planned public information events were postponed.

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

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

- Cycling improvements to junctions and cycle tracks for access and safety
- Cycling infrastructure through Shankill
- Junction enhancements and suggestions for layout improvements
- Bus stop layouts and suggestions for new stop locations
- Island bus stop layouts and impact on impaired users
- Aircoach stop locations
- Comments highlighting areas of specific conservation value
- Identification of proposed developments and potential interfaces or impacts along the route
- Potential impacts on community and setting
- Potential impacts on current biodiversity and replanting suggestions
- Discussion regarding potential reduction in commuting levels beyond COVID-19 pandemic
- Public realm enhancements for local communities
- Concerns around proposals at Corbawn Lane

Separately, a number of responses also made some alternative proposals.

## 1.5 Third Non-Statutory Public Consultation

The NTA launched the third round of non-statutory public consultation for the BusConnects Core Bus Corridor Project on the 4<sup>th</sup> November 2020. The consultation ran until the 16<sup>th</sup> December 2020.

The third round of public consultation on the Core Bus Corridors focused on the updated draft Preferred Route Options. The NTA had made refinements along each corridor to take account of feedback received by the public in the previous consultations in addition to further technical design development and urban realm improvements along each route.

Due to the COVID-19 restrictions, an online virtual room and call back facility was created for members of the public to take part in the consultation. The virtual room provided details of the Preferred Route Option for all Core Bus Corridors. All Core Bus Corridor brochures detailing the preferred routes and associated maps were also available to view and download.

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

- Unsuitable Design Solution;
- Traffic Volumes;
- Access/ Parking;
- Landscaping;
- Community;
- Bus Service/ Network;
- Safety/ Speed;
- Design Recommendations;
- Heritage/ Conservation;
- Cyclists;
- Air Pollution;
- Impact on Local Businesses;
- Land Acquisition/ Accommodation Works;
- Noise/ Vibration;
- Bus Stops;
- Construction Stage Issues.

## **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.

- 1,847 submissions received
- 3 community forums held
- 3 residents meetings held



## 2 Second Non-Statutory Public Consultation

### 2.1 Overview

The second non-statutory public consultation on the Bray to City Centre Core Bus Corridor draft Preferred Route Option ran between 10<sup>th</sup> of March 2020 and 17<sup>th</sup> April 2020.

Every property owner potentially affected by the proposals was notified by post and a one-to-one meeting was offered in each case.

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 BusConnects website. Relevant background technical reports were also available.

The public were invited to make written submissions relating to the draft Preferred Route consultation brochure. Submissions could be made by post; 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.

### 2.2 Information Provided in Second Non-Statutory Public Consultation

Consultation on the Bray to City Centre Core Bus Corridor (CBC) Draft PRO ran for a period of 6 weeks, between the 4<sup>th</sup> March 2020 and the 17<sup>th</sup> April 2020.

However, during the period of Consultation, the COVID-19 pandemic interrupted the public consultation from the 12<sup>th</sup> March 2020. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHET), the following changes were applied to the second non-statutory public consultation:

- All public information events were postponed. This included the early closure of the planned event relating to Proposed Scheme.
- The public consultation remained open, and submissions could be made by email and by post;
- All 16 no. 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 issued on 2<sup>nd</sup> March 2020 and a one-to-one meeting was offered in each case.

Information on the public consultation process was published in major print media from the 5<sup>th</sup> 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 4<sup>th</sup> March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5<sup>th</sup> March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18<sup>th</sup> 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 made available for pickup at the NTA Office reception. Relevant background technical reports were also available for download from the NTA's BusConnects website.

The public were invited to make written submissions relating to the PRO consultation brochure. Submissions could be made by post, by email, or by hand-delivery directly to the reception of the NTA Office.

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

- 2018/2019 Emerging Preferred Route Consultation Submission Report
- Urban Realm Concepts
- Traffic Count Data
- Visuals for traffic flow
- Bray to UCD Feasibility and Options Report
- Bray to UCD Feasibility and Options Report Appendices
- UCD to City Centre Route Options Assessment Study Report
- UCD to City Centre Route Options Assessment Study Report Appendices
- UCD Bus Terminus Route Options Assessment
- Nassau St Cycle Access to Trinity College and Surrounding Area Report
- Bray to Shankill Alternative Route 2A Maps

## **2.3 Summary of Public Engagement**

Due to the COVID-19 restrictions, the Public Consultation Event scheduled for the 12<sup>th</sup> March was subject to early closure. Resident meetings were held via telephone. Submissions from the public were received by email and post.

## **2.4 Approach to Assessing the Submissions**

There were 40 submissions received as part of the second non-statutory public consultation relating to the Proposed Scheme. These submissions ranged from individual submissions by residents, commuters, and local representatives, to proposals from public bodies, various associations and private sector businesses.

The review of the submissions commenced in April 2020 once the consultation period had closed. Most entries were digital (email), however, some paper bound entries were posted to the NTA. All 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.

## 2.5 Analysis of Issues Raised by Section

The Proposed Scheme was divided into four sections, as shown in **Figure 2**, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The four sections were;

- Section 1 – Nassau Street to UCD
- Section 2 – UCD Entrance to Lower Kilmacud Road
- Section 3 – Lower Kilmacud Road to Loughlinstown Roundabout
- Section 4 – Loughlinstown Roundabout to Dargle River Crossing

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

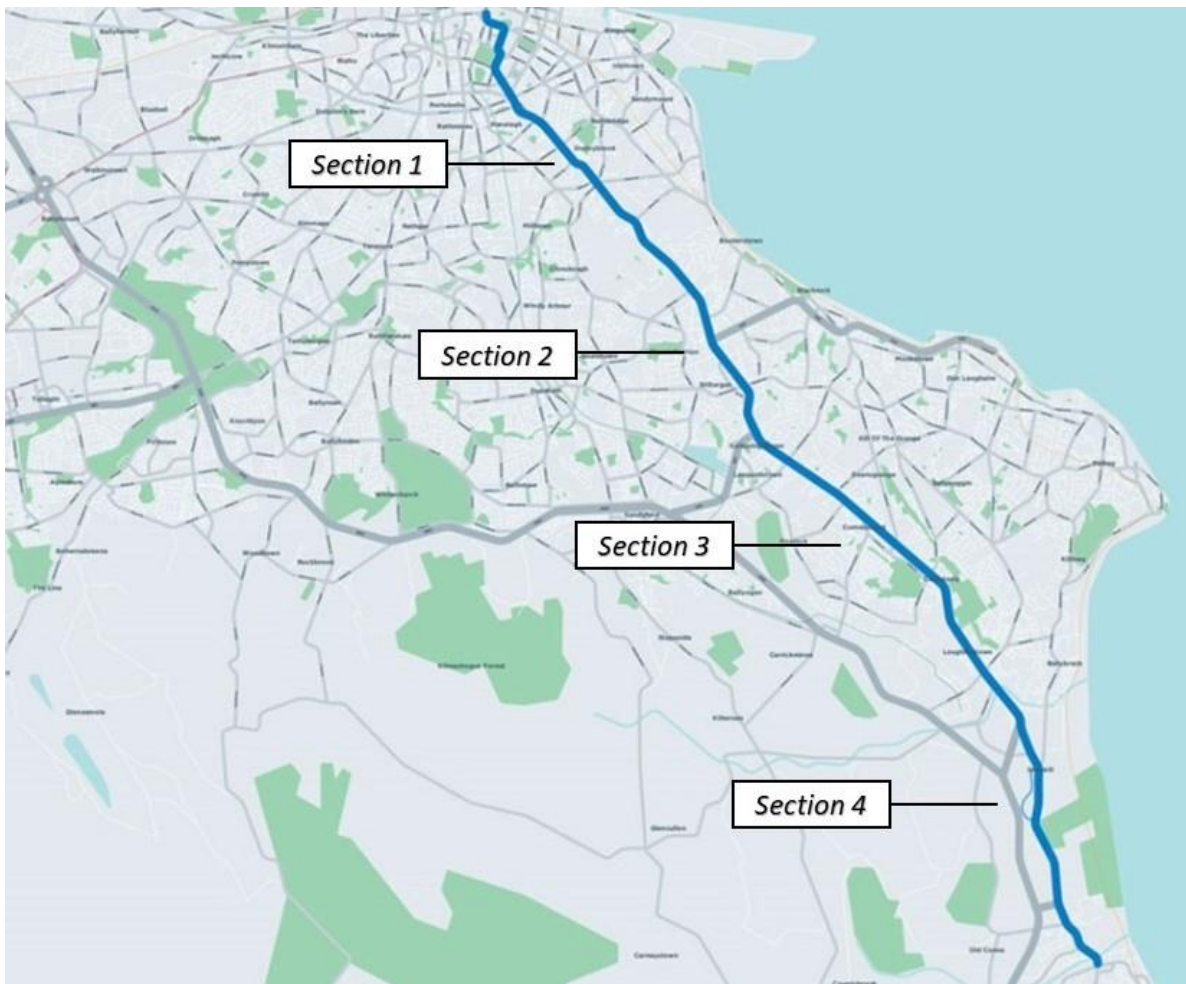
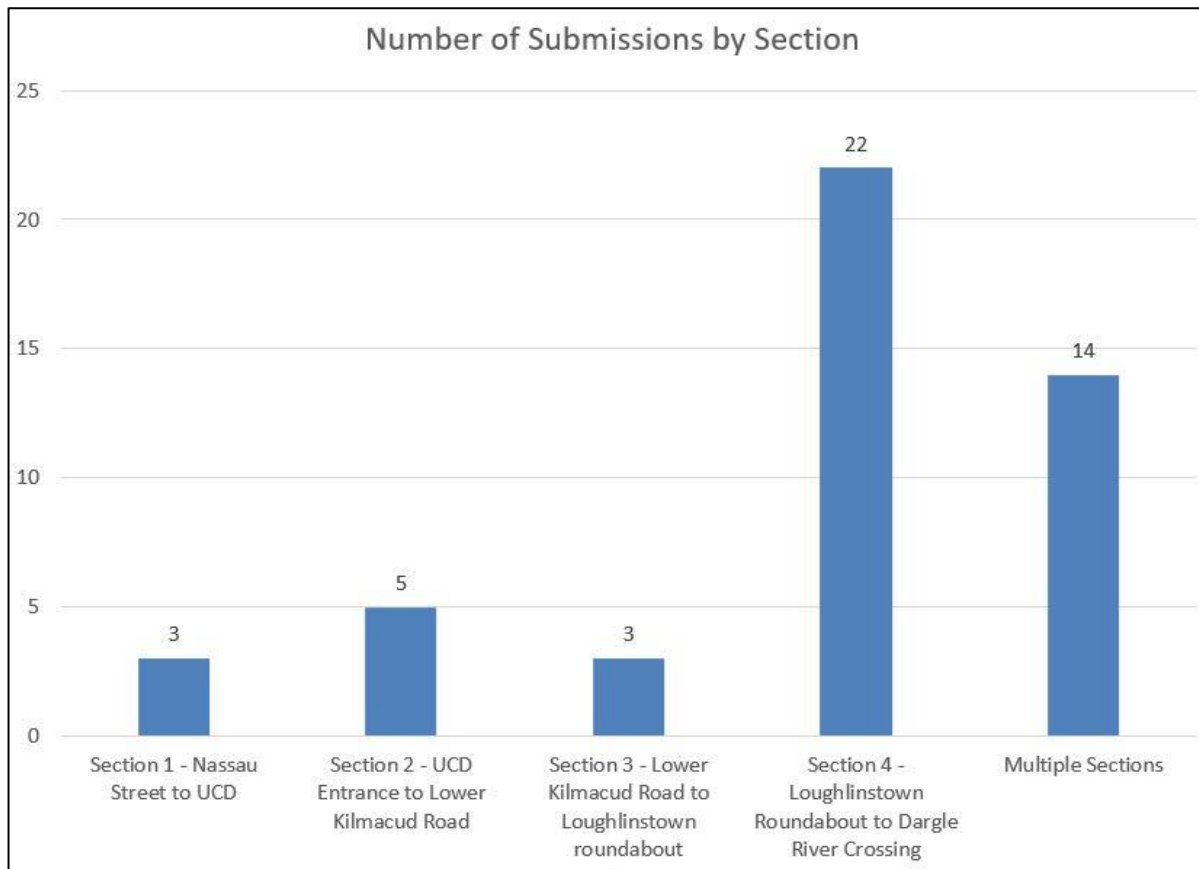


Figure 2 - Bray to City Centre Corridor Map

The section attracting the most comments was Section 4, primarily related to the Shankill village area, and the issues of tree removal, cycling, and community impact. Comments on all sections referred to the themes of access, parking, traffic speeds and safety impacts. **Figure 3** and **Table 1** show the distribution of the submissions across the various sections of the Route. Certain submissions referred to multiple sections

along the Route, which is why the total number in **Table 1** below is greater than the total number of responses received.



**Figure 3 - Distribution of Submissions by Section of Route**

	Number of Comments per Section	Percentage
Section 1 Nassau Street to UCD	3	6.4
Section 2 UCD Entrance to Lower Kilmacud Road	5	10.6
Section 3 Lower Kilmacud Road to Loughlinstown Roundabout	3	6.4
Section 4 Loughlinstown Roundabout to Dargle River Crossing	22	46.8
Multiple sections	14	29.8
<b>Total assessed</b>	<b>47</b>	<b>100%</b>

**Table 1 - Percentage of Submissions per Section of the Route**

## 2.6 Profile of those making submissions

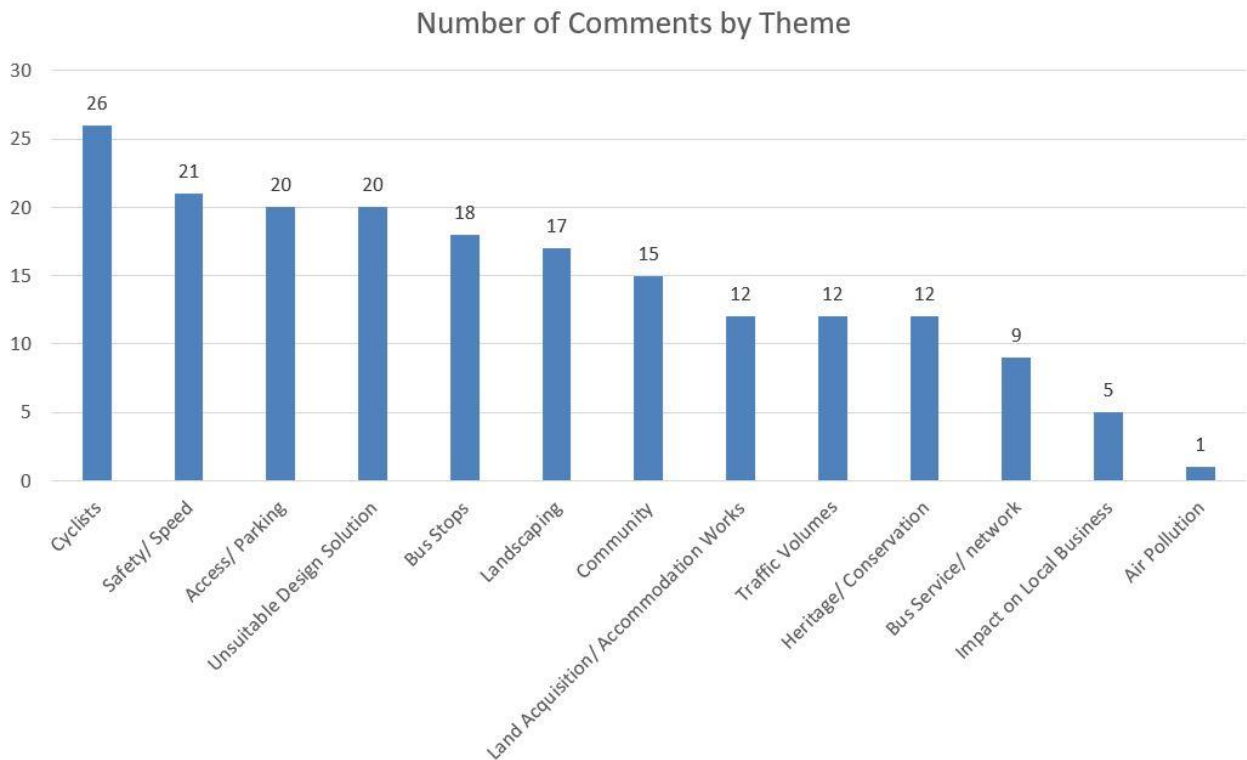
Of the submissions received:

- 72.5% were from residents of the study area or affected property owners (29 No.)
- 5% were from Public Institutions or Campaigns (2 No.)
- 12.5% were from affected businesses (5 No.)
- 10% were from local Councillors, Councils and TDs (4 No.)

## 2.7 Themes Raised in the Submissions

42 route specific submissions were received as part of the second non-statutory public consultation relating to the Bray to City Centre CBC scheme. These submissions ranged from individual submissions by residents to proposals from public bodies, various associations and private sector businesses. Two submissions were counted as duplicates, so the final total of unique submissions was counted as 40.

All 40 of the unique 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 13 main themes were identified during this review process **Figure 4** and **Table 2** below illustrate these 13 themes and the number of comments submitted related to these themes.



**Figure 4 - Number of Comments per Theme**

Theme	Frequency
Cycle Safety and Cycle Infrastructure Provision	26 comments
General Safety and Speed Concerns	21 comments
Concerns of designs being unsuitable	20 comments
Access and Parking Restrictions	20 comments
Bus Stop Infrastructure	18 comments
Landscaping and Tree Impact	17 comments
Community Impacts	15 comments
Land Acquisition and Accommodation Works	12 comments
Future Traffic Volumes	12 comments
Heritage and Conservation	12 comments
The Wider Bus Network	9 comments
Impact on Local Businesses	5 comments
Air Pollution	1 comment

**Table 2 - Number of Comments per Theme**

Irrespective of the count or issues in **Table 2** 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.

## 2.8 Summary of Main Issues Raised in the Second Non-Statutory Public Consultation

This report identifies the key issues raised in the second non-statutory public consultation process. The NTA will seek to establish the validity of the concerns, the potential consequences for the project, and how best to address the issues and / or mitigate any potential negative impacts.

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:

- 1) Cycle Safety and Cycle Infrastructure Provision;
- 2) General Safety and Speed Concerns;
- 3) Concerns of Designs being Unsuitable;
- 4) Access and Parking Restrictions;
- 5) Bus Stop Infrastructure;
- 6) Landscaping and Tree Impact;
- 7) Community Impacts;
- 8) Land Acquisition and Accommodation Works;
- 9) Future Traffic Volumes;
- 10) Heritage and Conservation;
- 11) The Wider Bus Network;
- 12) Impact on Local Businesses; and
- 13) Air Pollution

The nature of the issues, and the proposed NTA response to these, are covered in the following sections.

### Issue 1: Cycle Safety and Cycle Infrastructure Provision

In general, there was support for the revised cycling infrastructure and a number of the updated junctions where full segregation had been implemented. It was highlighted within submissions received that a number of the junctions along the N11 still required additional design solutions to provide better cycling provision.

Disappointment was noted in a number of submissions that there was now no continuous dedicated cycling provision through Shankill.

Some submissions requested that additional width be provided for cycle track along the N11, and that a green buffer be provided between the cycle track and the bus lane where possible. It was also commented that additional means to stop cars parking on the cycle tracks could be useful, such as bollards or planters.

Another request made in submissions was to bring the cycle tracks behind roadside parking where appropriate so parking cars would not have to cross the cycle track. This was considered most appropriate by long sections of echelon and parallel parking in Donnybrook. This layout was also requested along taxi ranks such as on Sussex Rd.

A number of side road junctions were highlighted along the N11 where the side road approach could be squared up to force a reduction on car speed as they cross the cycle track.

A number of specific bus stop locations were highlighted as not being optimally laid out, but the use of island bus stop layouts was considered a positive solution by a number of submissions.

It was raised that adjacent proposed Greenways should be highlighted on the plans to show how the wider cycling network could tie together.

It was highlighted that further work was required around the integration of cycling proposals with the emerging UCD access plans.

**NTA response to Issue 1:**

*The design has progressed and enhanced turning provisions and additional segregation for cyclists has now been incorporated at several junctions.*

*One of the key objectives of BusConnects is to provide improved and enhanced infrastructure for cyclists where possible to ensure a viable alternative mode of transport due to its benefits and overall sustainability. Segregated cycle tracks are being improved where existing, and where not existing will be provided along the majority of the route.*

*Proposals to introduce additional buffer widths, and to bring cycle tracks behind parking bays and taxi ranks, have been assessed and the cycle track proposals have been optimised while taking into consideration the available space and ensuring operational safety.*

*Liaison has taken place to ensure that adjacent cycle networks are incorporated into the scheme design where appropriate, so that greenways and other GDA Cycle Network routes are coordinated with these proposals.*

*Provision of cycling infrastructure through Shankill was part of the wider community discussion during this design phase. The constraints in relation to cycling provision with respect to property and other impacts were assessed and the current route proposal reflects the decisions made in consultation with the local community in this respect. Further analysis and design has since been undertaken to ensure cycling provision in this area has been developed in a safe manner.*

**Issue 2: General Safety and Speed Concerns**

In respect of safety, a number of submissions raised concerns regarding widths of cycle tracks and footpaths along the N11. Some also raised concerns around the retention of some of the gentler left turn slip roads at certain junctions and highlighted that a safer layout might be to square the left turns to force reduced speeds.

Locations were highlighted that did not have footpaths proposed in the design, where submissions stated that pedestrians would use the cycle tracks in their absence.

Location specific comments were made regarding issues that were considered important to the design, based on the local knowledge of the submission authors.



**NTA response to Issue 2:**

*Following 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 Preferred Route Option, 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.*

*A Road Safety Audit is being undertaken to ensure that the safety of all road users is considered. The proposals will enhance pedestrian and cyclist safety along the route.*

*Junctions are specifically being reviewed to minimise the speed of turning vehicles, to improve cyclist and vehicle interfaces at junctions and to phase the turning movements to protect cyclists where possible.*

**Issue 3: Concerns of Designs being Unsuitable**

A number of submissions querying whether the proposals would work or not were recorded under Unsuitable Design Solutions. These also highlighted more discrete issues which have been captured above.

The main issue raised in the submissions as being unsuitable was the closure of Corbawn Lane, with key concerns noted regarding the expected volumes of traffic affected, and the expected impact on emergency services. The broader issues raised relating to widening of the carriageway through Shankill are covered elsewhere.

**NTA response to issue 3**

*A key element of the consultation process is to invite comments from the public which can provide knowledge and insight regarding local issues present along the routes. Where alternative designs or proposals for improvement have been suggested, these have been considered. Changes have been introduced to the design proposals where identified as appropriate. Suggestions from the public will continue to be reviewed as part of the scheme design development.*

**Issue 4: Access and Parking Restrictions**

The main issue raised regarding access related to the proposals in the vicinity of Corbawn Lane. A number of submissions described issues experienced by road users at this set of junctions previously when the right turn into Beechfield Manor was allowed, including tail backs to the roundabout at St. Anne's Church. Submissions also highlighted that houses use the St Anne's Church and Beechfield Manor junctions for local access, and the traffic accessing the supermarket at this location is considered an additional burden on the junction.

Submissions queried and sought confirmation on the proposed provision or retention of parking along the route within the city centre, and whether parking shown on the plans would be assigned as pay and display, loading, or taxi ranks.

A number of developments along the route made submissions to outline their proposals and to request additional engagement with the scheme, to ensure all planned accesses are coordinated with the BusConnects scheme proposals.

A request for free parking at Park&Ride locations along the route was proposed to promote bus use and reduce the need for cars to drive into the city.

The provision of raised tables at side roads was also highlighted as a means to reduce traffic speeds at junctions, to assist pedestrian movements, and to enhance safety of vulnerable road users.

**NTA Response to Issue 4:**

*Traffic surveys were undertaken in November 2019 and the results have been used to build models that simulate future traffic growth and junction operation. These models have been used to assess the impact of the proposals, and to tweak and optimise the junction layouts to achieve the best design. Further community meetings have since taken place with the Shankill residents regarding the Corbawn Lane area and further reviews of the modelling and junction design for this area have been undertaken as a result.*

*The provision of raised tables at side road junctions has also been considered and is being incorporated in the design at all appropriate locations.*

*A parking survey has been undertaken to assess the impact of proposals on parking, and to analyse how best to provide parking, loading, and taxi ranks as part of the proposed works. Its findings have now been incorporated within the design where appropriate.*

*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 in preparation for the planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.*

**Issue 5: Bus Stop Infrastructure**

A number of submissions made detailed suggestions in relation to optimising bus stop numbers and locations along the route. Locations were highlighted where there are currently a number of bus stops in close succession that could be rationalised in order to reduce the number of stops buses would have to make.

The issue of bus stop laybys in Shankill was discussed in a number of submissions, with submissions outlining that use of laybys in Shankill village would remove the current source of delays to traffic when coaches and buses pull in to board/alight.

It was suggested that coach stops might also use the island bus stop layout to bring cyclists behind the bus and reduce the point of conflict that is currently in the design.

One recommendation made was to bring northbound cyclists through UCD to remove the current conflict point where buses cross the cycle track to access the UCD bus interchange.

**NTA response to issue 5:**

*Enhancing the bus service is a key BusConnects objective. This opportunity is being taken to re-organise, re-prioritise, and re-plan the bus network for the wider Dublin area to provide a service that is aspirational and fit for purpose. Both the BusConnects Dublin CBC Infrastructure Works, and the wider network redesign will bring about a more integrated and user focused service that meets the current and future needs of our city.*

*Submissions outlining potential bus stop location optimisation have been assessed by the design team as part of further design development to optimise bus stop locations, taking into consideration the emerging BusConnects Dublin Area Revised Bus Network plans to ensure enhanced connectivity for intersecting bus routes. The use of laybys and in-line bus stops has been reviewed at all locations to identify the optimum solution. Coach and local bus stops have been located adjacent to each other, where appropriate, taking into account the usage levels at these locations and potential for impact on the core Dublin Bus service. Cycle track and bus stop layouts have also been improved at coach and local bus stop locations. Proposals for cyclists at UCD Interchange have also been developed further taking the submissions feedback into account.*

**Issue 6: Landscaping and Tree Impact**

Concerns were raised in a number of submissions around the impact on trees in the Shankill and Shanganagh area. There was an acknowledgment in a number of submissions that the proposal to bring the footpaths and cycle tracks behind the roadside tree line was a good idea where possible and it was asked if this could be considered at more locations.

Reference was made to the Climate Action Plan and the need to plant more trees rather than remove trees.

The significance of areas around Shankill and Loughlinstown as refuges for birds, insects, mammals, and plants was also highlighted. It was acknowledged that the proposed green areas and public realm enhancements as part of the scheme had the potential to provide benefits. It was noted that planting should be carried out in accordance with the All-Ireland Pollinator Plan to help improve biodiversity.

It was also highlighted that Shankill has recently won a 2019 Climate Change Award for their 'Trees for All' programme of planting a tree for every resident. This was outlined to demonstrate the dedication of the community towards promotion of tree planting and broader environmental awareness.

Lengths of the Stillorgan Road central median were highlighted as potential opportunities for additional planting.

**NTA Response to Issue 6**

*A tree survey has been undertaken to assess the condition of all trees and tree banks along the route, which has informed further design development and the associated mitigation of tree impacts as part of this process. Opportunities to take footpaths and cycle tracks behind tree lines, and associated impacts/benefits, have also been reviewed and developed further.*

*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 in preparation for the planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.*

**Issue 7: Community Impacts**

The key submission issues raised under this heading related to the Shankill Village area. While submissions acknowledged that the design had been revised from the initial Emerging Preferred Route to reduce the impact felt in Shankill Village, submissions asked that improvements also be considered to the village centre. Overall, the submissions still considered that the scheme will have an overall disbenefit to the community in Shankill.

It was asked that communities also be consulted on proposed landscaping and outdoor amenity improvements proposed as part of the designs.

Submissions also asked that the designers look to Europe in terms of how to make communities central to the planning process and how they are considered in scheme impacts. Comments suggested that if there were means to minimise the need for commuting where possible, it was thought that this could reduce the need for more transport impacts.

**NTA Response to Issue 7:**

*It is acknowledged that managing the potential scheme impact on the existing environment and community along the route is key. The BusConnects project team has engaged with the communities along the route during the design development process and has identified opportunities to 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.*

*In particular, the scheme's Preferred Route Option design development has sought to address concerns in the Shankill area by taking community feedback on board. This has included enhancing cycling access to schools, incorporating signal controlled priority in certain locations, improving existing footpath widths, optimising the scheme alignment through certain sections to minimise impacts, enhancing the urban realm in the vicinity of the church, ensuring appropriate coordination with the Shanganagh Park and residential development areas, and introducing certain sections of footpath and/or cycle track that are offset from the roadway and more integrated with the roadside trees.*

*It is acknowledged that significant consideration has been given to the Shankill area in terms of public realm enhancement and designs should be developed in conjunction with the local community. Engagement has continued with the communities along the route, and specific landscaping designs have been developed taking feedback into account.*

**Issue 8: Land Acquisition and Accommodation Works**

Responses relating to land acquisition and accommodation works were received from directly affected residents along the route. These will be dealt with separately.

**NTA Response to Issue 8:**

*Where potential land acquisition is envisaged, the NTA is engaging openly and readily with landowners who are potentially impacted by the proposed scheme. This engagement process seeks to agree measures to mitigate the direct impact of the proposed scheme. The precise land take required for this scheme is being assessed as the design develops, and its justification will be presented as part of the planning submission based on the preliminary design, with associated Compulsory Purchase Orders where required.*

*Submissions received from potentially affected parties have been reviewed and the BusConnects team has liaised and engaged with these parties during design development.*

### Issue 9: Future Traffic Volumes

A number of specific submissions relating to future traffic volumes made recommendations to the design team based on local knowledge of specific areas. These have been collated and shared with the design team for assessment and analysis.

More generally there were submissions which stated that the Wilford Roundabout operates better as a roundabout compared to a junction, and that imposing a junction will lead to increasing traffic tailbacks at peak times. Submissions also highlighted the volume of new developments around Bray and Shankill, specifically at Woodbrook, Fassaroe, Old Conna and Cherrywood. The submissions raised concerns that these developments will impose more traffic on an already strained M11 and M50 in this area, which would point to a need for upgrades of these roads.

A number of submissions queried whether the likely impact of more people working from home has been considered in the traffic modelling since the COVID-19 pandemic. The submissions suggest that the trend for working from home will continue now that it has shown itself to be viable, and that overall commuting volumes may reduce at peak times.

Specific submissions from local authorities highlighting specific issues will be dealt with separately in liaison with the local authorities.

#### **NTA response to Issue 9**

*A substantial transport and traffic modelling exercise has now been undertaken to more accurately understand the effects of the proposals at both a city-wide scale as well as at individual junctions. This has informed the next stage of design, and appropriate design development has been undertaken to ensure that the objectives of the scheme are fulfilled while considering the needs of all road users. The impacts of the scheme on the surrounding road network, outside of the main CBC route, are also being assessed, with appropriate treatment and or mitigation measures provided where necessary.*

*The transport and traffic modelling exercise considers future likely changes in behaviour and demand. It also considers future developments along the route for inclusion in the modelling scenarios to cater for projected population growths. Liaison with local authorities along the route will be continued to understand the local traffic impacts and how these are managed at a local level.*

### Issue 10: Heritage and Conservation

A number of submissions highlighted that the proposals did not do enough to minimise the impact on the heritage walls through Shankill, and that alternative designs should be considered to reduce the full bus lane provision south of Shankill Village.

Submissions also highlighted that Leeson Street contains a Conservation Area and many protected structures.

Representatives from affected properties made submissions highlighting the elements of affected properties and the heritage value of these.

***NTA response to Issue 10***

*The design of the scheme has been progressed further to minimise heritage and conservation related impacts, while taking into account a large number of constraints and seeking to deliver the key objectives for the scheme. Rigorous optioneering and multi criteria analysis has been undertaken to ensure the most appropriate solution is reached. Changes to the alignment have been introduced, including in the Shankill area, to minimize impacts while optimizing the scheme proposals.*

*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 in preparation for the planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.*

*Liaison will continue with potentially affected parties along the route.*

**Issue 11: The Wider Bus Network**

Submissions made a number of recommendations to improve the wider network, such as a feeder bus service operating through Shankill which would provide access to the N11 and avoid the need for commuter buses to run through Shankill village.

A submission suggested that a high-speed connector service that ran around the M50 could link up all the main CBC routes.

Another submission highlighted that the proposed scheme showed no connectivity south of Bray.

A submission recommended moving the current Bray Station terminus to the new Woodbrook development, and new DART station, as a means to reduce congestion within Bray.

Finally, it was suggested within submissions that bus lanes are not needed between Quinn's Rd and Wilford Roundabout based on current traffic levels.

**NTA response to Issue 11**

*Enhancing the bus service is a key BusConnects objective. This opportunity is being taken to re-organise, re-prioritise, and re-plan the bus network for the wider Dublin area to provide a service that is aspirational and fit for purpose. Both the BusConnects Dublin CBC Infrastructure Works and the wider network redesign will bring about a more integrated and user-focused service that meets the current and future needs of Dublin City and surrounding areas.*

*The proposed network redesign will be complimented by the Infrastructure Works, ensuring the overall bus service meets public needs and demands. Key to this is a service that serves the main population centres and trip attractors. This includes a service that provides interchanges for all transport modes to ensure full connectivity and choice. Regarding the M11 bus bypass of Shankill, this has been considered but it has been decided that bus priority infrastructure will continue to be provided through Shankill in order to achieve the scheme's objectives and provide a reliable service to the local community in this area. The bus priority infrastructure in the Shankill area has been developed further to optimise the scheme proposals while improving the scheme impacts.*

**Issue 12: Impact on Local Businesses**

A number of submissions were received from potentially affected businesses along the route. These will be dealt with separately through engagement with these businesses.

A number of submissions highlighted that the lack of cycling facilities in Shankill may affect people cycling to the shops there.

**NTA response to Issue 12:**

*As part of the ongoing engagement with local communities and affected parties, we continue to meet with businesses along the route to understand their operational needs along with the loading, access and parking requirements. Measures have been incorporated within the developing design to improve proposals to maintain access and operational activities including deliveries, loading, customer parking and other business needs.*

*A 30kph zone has been introduced in the Shankill area taking into account that this section of the corridor will remain a shared space for general traffic, buses and cyclists.*

**Issue 13: Air Pollution**

The comments received relating to air pollution highlighted that reducing pollution by means of car reduction and uptakes in sustainable transport will make the city centre a more attractive place for people to move back to, which will further reduce the need for cars.



**NTA response to Issue 13:**

*A part of BusConnects, 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 air quality impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA in preparation for the planning application for the scheme. This assessment will include for air pollution generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.*

## 3 Third Non-Statutory Public Consultation

### 3.1 Overview

The third non-statutory public consultation on the Bray to City Centre Core Bus Corridor updated draft Preferred Route Option ran between 4<sup>th</sup> November and 16<sup>th</sup> December 2020.

Every property owner potentially affected by the proposals was notified by post and a one-to-one meeting was offered in each case.

Copies of the Core Bus Corridor Preferred Route Option consultation brochure were available for download from the BusConnects website. Relevant background technical reports were also available.

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

One to one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings.

### 3.2 Information Provided in Third Non-Statutory Public Consultation

Consultation on the Bray to City Centre Core Bus Corridor (CBC) updated Draft PRO ran from the 4<sup>th</sup> November 2020 until the 16<sup>th</sup> December 2020.

Due to the continuing COVID-19 pandemic and associated Government restrictions, the third non-statutory 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 key revisions made since the previous round of public consultation as well as other supporting documents.

All property owners potentially affected by the proposals were notified by post and a one-to-one meeting was offered in each case.

Information on the public consultation process was published in major print media from the 4th November 2020 including the Irish Times, the Sunday Independent, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Fingal Independent, the Scan and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM, RTÉ Radio 1, RTÉ 2FM and Nova, beginning on 13th November 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 4th November 2020. Information was also advertised at bus and Luas stops, as well as shopping centres and malls throughout Dublin city.

The CBC Information Brochure was available for download from the NTA's BusConnects website and in the Virtual Consultation Room, and hard copies could be sent by post on request. Relevant background technical reports were also available for download from the NTA's BusConnects website and via the Virtual Consultation Room.

The public were invited to make written submissions relating to the Draft PRO consultation brochure. Submissions could be made by post or email.

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 provided on the BusConnects website is listed below.

- Bray to UCD Feasibility and Options Report
- Bray to UCD Feasibility and Options Report Appendices
- UCD to City Centre Route Options Assessment Study Report
- UCD to City Centre Route Options Assessment Study Report Appendices
- UCD Bus Terminus Route Options Assessment
- UCD to City Centre Donnybrook Layout Options
- Bray to City Centre Concept Design Drawings
- Nassau St Cycle Access to Trinity College and Surrounding Area Report
- Bray to Shankill Alternative Route 2A Maps
- 2018/2019 Emerging Preferred Route Consultation Submission Report
- Draft Preferred Route Option Report
- Proposed Approach to Environmental Assessment
- Draft Transport Modelling Report
- Urban Realm Concepts
- Traffic Count Data
- Visuals for traffic flow
- Community Forum Presentation from Third Non-Statutory Public Consultation

### **3.3 Summary of Public Engagement**

An online community forum was held on the 1<sup>st</sup> December 2020 as part of the third non-statutory public consultation which provided an update on the key changes in the scheme design and an opportunity for the public to ask questions.

An online residents meeting was held on the 4<sup>th</sup> December 2020 focusing on the proposals relating to the Shankill area.

The virtual room received 433 views during the third non-statutory public consultation.

715 unique submissions were received during the third non-statutory public consultation.

### **3.4 Approach to Assessing the Submissions**

There were 717 unique submissions received in the third non-statutory public consultation relating to the Bray to City Centre Core Bus Corridor. These submissions ranged from individual submissions by residents, commuters, and local representatives, to proposals from public bodies, various associations and private sector businesses.

The review of the submissions commenced in January 2021 once the consultation period had closed. Most entries were submitted digitally (by email); however, some entries were submitted by post. All submissions were entered into a database.

The responses cover a wide spectrum of views. Many 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.

### 3.5 Analysis of Issues Raised by Section

The Proposed Scheme was divided into four sections, as shown in **Figure 5** below, and the issues raised in each submission were entered and categorised in the database by geographical section, issue type and comment type. The four sections were:

- Section 1 – Nassau Street to UCD
- Section 2 – UCD Entrance to Lower Kilmacud Road
- Section 3 – Lower Kilmacud Road to Loughlinstown Roundabout
- Section 4 – Loughlinstown Roundabout to Dargle River Crossing

While the design of the route has been adjusted to start at the corner of St. Stephen’s Green and Leeson Street, the original start location of Nassau Street was included for consistency in the consultation brochures. Therefore Section 1 is still listed as starting at Nassau Street.

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



Figure 5 - Bray to City Centre Corridor Map

The section attracting the most comments was Section 4, representing 95% of all route specific comments. These comments were primarily related to the Shankill village area and the issues of access, traffic volumes, tree removal, cycling, and community impact. Many of the submissions which contained comments regarding the Shankill area also contained comments regarding proposed access changes to Corbawn

Lane. Comments on all sections referred to the themes of landscaping, traffic, and safety impacts.

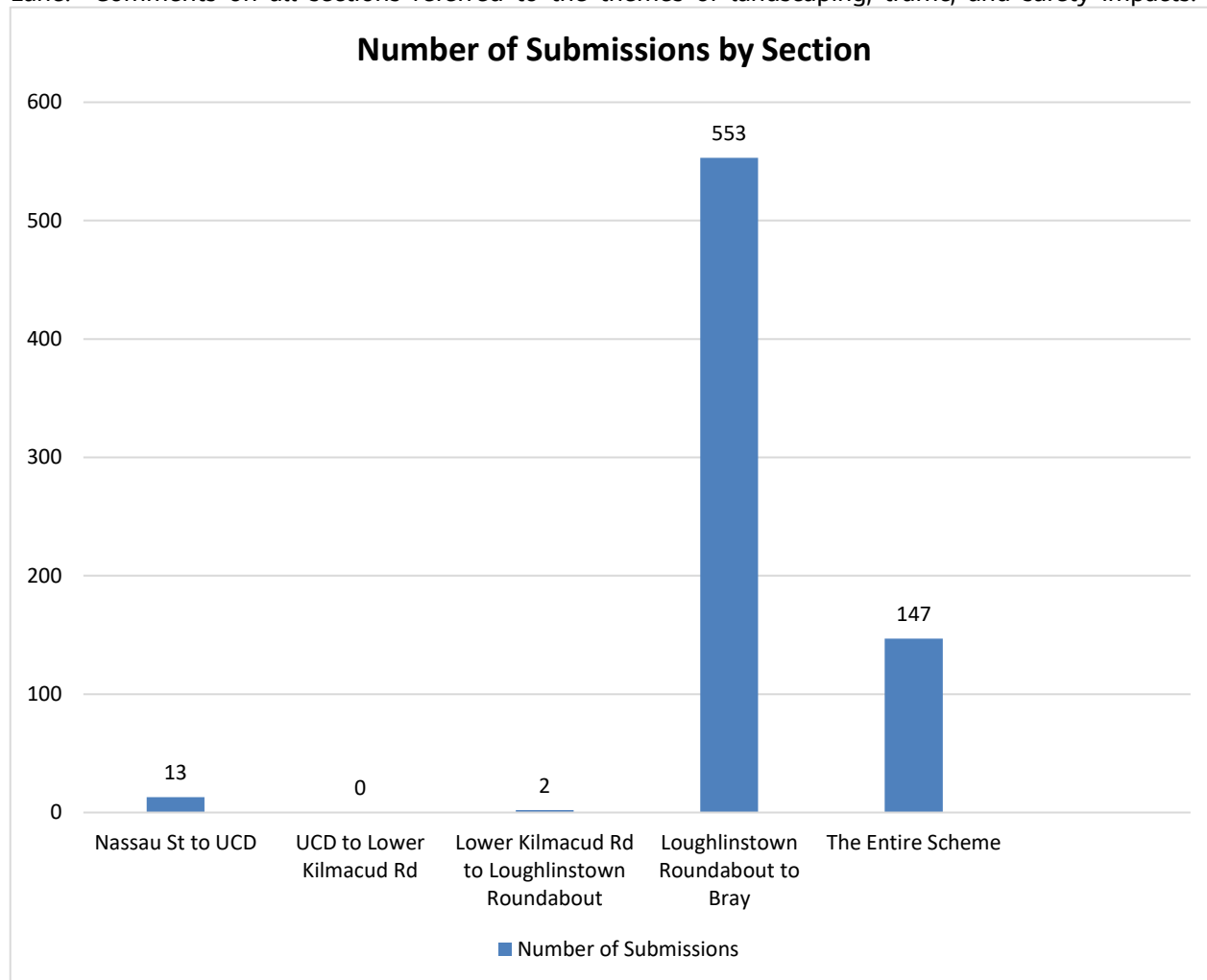


Figure 6 and Table 3 show the distribution of the submissions across the various sections of the route. Certain submissions referred to multiple sections along the route.

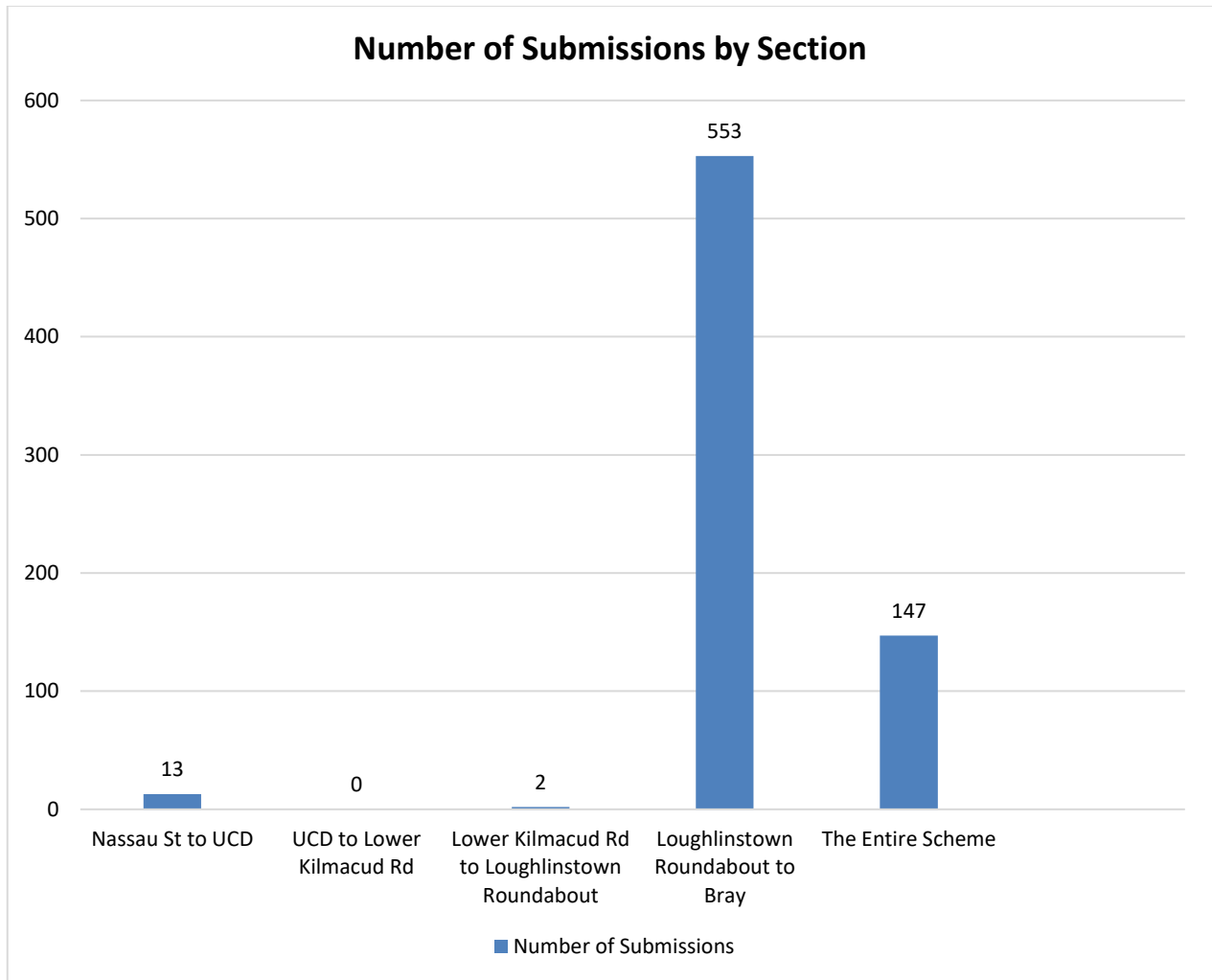


Figure 6 - Distribution of Submissions by Section of Route

	Number of Comments per Section	Percentage of Comments by Section
Section 1 Nassau Street to UCD	13	1.8%
Section 2 UCD Entrance to Lower Kilmacud Road	0	0.0%
Section 3 Lower Kilmacud Road to Loughlinstown Roundabout	2	0.3%
Section 4 Loughlinstown Roundabout to Dargle River Crossing	553	77.3%
The Entire Scheme multiple sections	147	20.6%
<b>Total Submissions Assessed</b>	<b>715</b>	<b>100%</b>

Table 3 - Percentage of Submissions by Section of Route

### 3.6 Profile of those making Submissions

Of the submissions received:

- 90.2% were from residents of the study area or affected property owners (647 No.)
- 1.3% were from Institutions (9 No.)
- 1.1% were from Residents Associations (7 No.)
- 1.7% were from Campaigns (13 No.)
- 1.7% were from affected Businesses (12 No.)
- 4.1% from local Councillors, Councils, TDs, Senators (29 No.)

### 3.7 Themes raised in the Submissions

623 route specific submissions were received as part of the third non-statutory public consultation relating to the Bray to City Centre CBC scheme. In addition, 135 general submissions were made. These submissions ranged from individual submissions by residents to proposals from public bodies, various associations, and private sector businesses. 36 submissions were counted as duplicates and 7 were not applicable, so the final total of unique submissions was counted as 715, 582 of which were route specific.

All 715 of the unique 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 7** and **Table 4** below illustrate these 15 themes and the number of comments submitted related to these themes. There were also 141 submissions containing design recommendations.

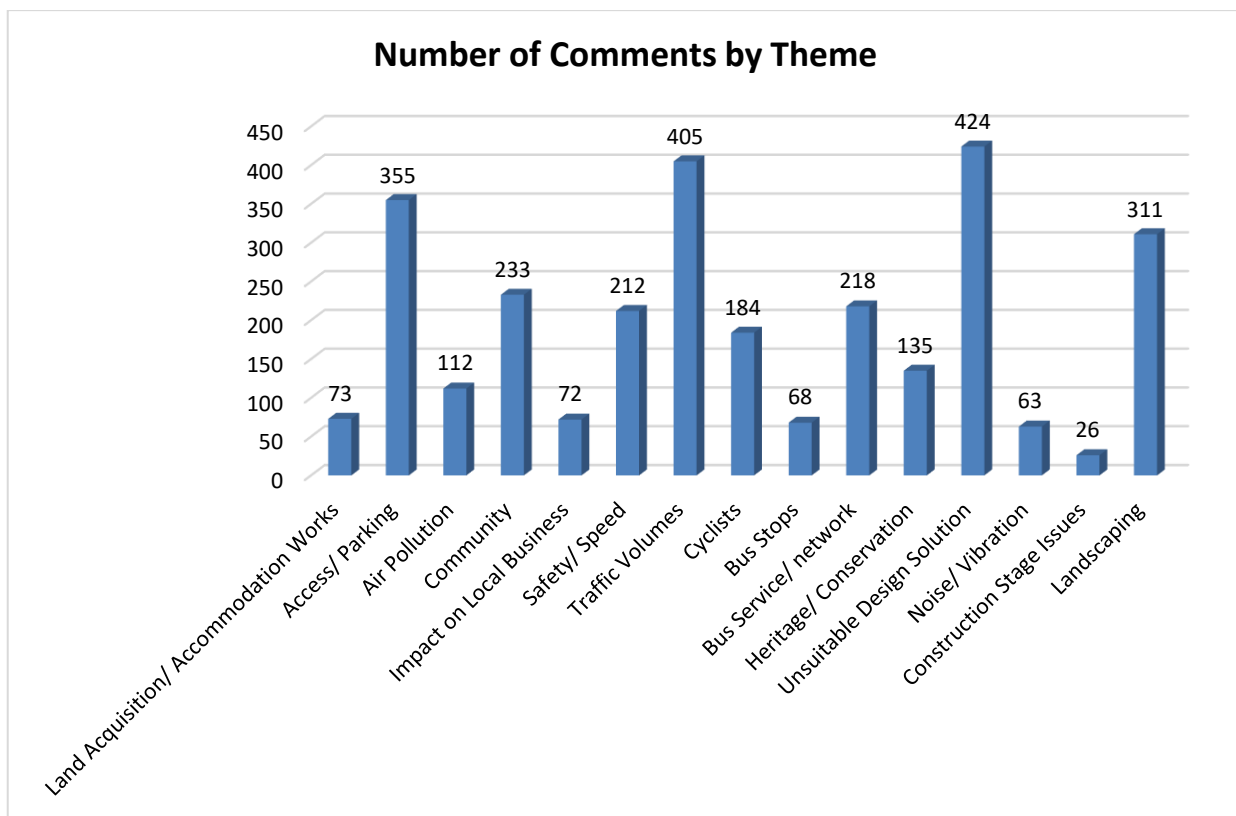


Figure 7 – Number of Comments per Theme

Theme	Frequency
Land Acquisition and Accommodation Works	73 comments
Access and Parking Restrictions	355 comments
Air Pollution	112 comments
Community Impacts	233 comments
Impact on Local Businesses	72 comments
General Safety and Speed Concerns	212 comments
Future Traffic Volumes	405 comments
Cycle Safety and Cycle Infrastructure Provision	184 comments
Bus Stop Infrastructure	68 comments
The Wider Bus Network	218 comments
Heritage and Conservation	135 comments
Concerns of Designs being Unsuitable	424 comments
Noise/ Vibration	63 comments
Construction Stage Issues	26 comments
Landscaping and Tree Impact	311 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 A provides in-depth listing of the various issues raised in each section.

### 3.8 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 NTA will seek to establish the validity of the concerns, the potential consequences for the project, and how best to address the issues and / or mitigate any potential negative impacts.

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:

1. Concerns of Designs being Unsuitable;
2. Future Traffic Volumes;
3. Access and Parking Restrictions;
4. Landscaping and Tree Impact;
5. Community Impacts;
6. The Wider Bus Network;
7. General Safety and Speed Concerns;
8. Heritage and Conservation;
9. Cycle Safety and Cycle Infrastructure Provision;
10. Air Pollution;



11. Impact on Local Businesses;
12. Land Acquisition and Accommodation Works;
13. Noise/ Vibration;
14. Bus Stop Infrastructure;
15. Construction Stage Issues;
16. A number of submissions also provided potential design recommendations.

The nature of the issues, and the proposed NTA response to these, are covered in the following sections.

### **Issue 1: Concerns of Designs being Unsuitable**

A total of 424 submissions were received which queried the suitability of the design, including the need for the scheme, relating to the Shankill area in particular. These also highlighted more discrete issues which have been captured elsewhere in this report.

Many submissions discussed the unsuitability of the proposed introduction of a one-way system at Corbawn Lane and proposed alteration of the existing roundabout at Corbawn Lane to introduce a signalised junction, so that residents would be required to access the Corbawn area via Beechfield Manor, which also serves as the access route to the shopping centre. Traffic volumes and tailbacks, residents' access, and emergency services access were cited as key concerns, with submissions noting significant objection to the proposals.

Submissions including those from local Shankill residents had concerns regarding proposals along the Dublin Road, outlining that the proposed four-lane carriageway design is considered to be unsuitable and that it will pose significant access and safety issues compared to the existing two-lane carriageway. The proposed carriageway widening was also described in submissions as detrimental to the local Shankill community.

Concerns were raised in relation to Section 1 of the route regarding the suitability of proposed bus stop locations and layouts, loading bay provision, disabled parking provision and general parking bay provision.

**NTA response to issue 1:**

*A key element of the consultation process is to invite comments from the public, who can provide knowledge and insight regarding local areas along the route. The design has been reviewed and changes have been incorporated where possible and where appropriate in response to the suggestions that have been made, while preserving the objectives of the scheme.*

*Concerns raised in relation to design at specific locations have undergone further review. The Corbawn Lane proposals have undergone traffic modelling to assess the traffic in this area in more detail and further design reviews have been undertaken to ensure that the proposed design is appropriate. Further consultation with residents groups has also taken place to discuss the design review findings and alternative designs have also been considered as part of this process. Liaison has also taken place with Shankill Garda Station to ensure that their access requirements have been considered. An update on the proposed design has been shared with the local community as part of this process.*

*The design has evolved to minimise impact to Shankill village, existing mature trees and properties. For example, bus priority signals have been introduced along the Shankill section of the route where possible, cycle routes have been integrated within the existing carriageway where appropriate and the design has evolved taking new tree survey information into account. The design has been developed in line with all relevant standards and a Road Safety Audit is being undertaken. It is noted that the two-way cycle track proposed between Stonebridge Road and Corbawn Lane will be segregated and will provide a safe cycling route for all users, serving two schools along Stonebridge Road. A speed limit reduction is also proposed in the area between Stonebridge Road and Olcovar.*

*The design within Section 1 of the route has also developed taking tree survey, parking survey and bus stop assessment information into account. The submissions received have been considered as part of the design development.*

**Issue 2: Future Traffic Volumes**

Future traffic volumes were mentioned within 405 third public consultation submissions. The majority of the submissions received relating to traffic volumes were in relation to the proposals at Corbawn Lane and Shankill. Significant concerns were raised regarding potential congestion due to the proposed one-way exit route from Corbawn Lane and right-turn entry route via Beechfield Manor. The submissions noted that the proposed signalised right turn into Beechfield Manor was previously removed due to tail backs experienced to the roundabout at St. Anne's Church. Concerns were noted in relation to local emergency services including Garda vehicles and ambulances, regarding potential access issues due to traffic congestion.

Some submissions suggested that Bray was the source of traffic congestion in Shankill. There were submissions which stated that the Wilford Roundabout operates better as a roundabout compared to a junction, and that imposing a junction would lead to increasing traffic tailbacks at peak times. Submissions also highlighted the volume of new developments around Bray and Shankill, specifically at Woodbrook, Fassaroe, Old Conna and Cherrywood. The submissions set out concerns that these developments will impose more traffic on an already strained M11 and M50 in this area, which would point to a need for upgrades of these roads. The submissions queried the need to take traffic through Shankill Village to follow the BusConnects route and suggested that the route could remain on the M11 to bypass Shankill.

A number of submissions queried whether the likely impact of more people working from home has been considered in the traffic modelling since the COVID-19 pandemic. The submissions suggest that the trend for working from home will continue now that it has shown itself to be viable, and that overall commuting volumes may reduce at peak times.

Specific submissions from local authorities highlighting specific issues will be dealt with separately in liaison with the local authorities.

**NTA response to Issue 2:**

*A substantial transport and traffic modelling exercise has now been undertaken to more accurately understand the effects of the proposals across the scheme as well as at individual junctions. This has informed the next stage of design, and appropriate design development has been undertaken to ensure that the objectives of the scheme are fulfilled while considering the needs of all road users. Concerns raised in the submissions in relation to design at specific locations have been reviewed as part of this design development.*

*All proposals are subject to a comprehensive Transport Impact Assessment as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA in preparation for the planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme. The impacts of the scheme on the surrounding road network, beyond the main scheme corridor, are also being assessed with appropriate treatment and or mitigation measures provided where necessary.*

*Concerns raised in relation to design at specific locations have undergone further review. The Corbawn Lane proposals have undergone traffic modelling to assess the traffic in this area in more detail and further design reviews have been undertaken to ensure that the proposed design is appropriate. Further consultation with residents groups has also taken place to discuss the design review findings and alternative designs have also been considered as part of this process. Liaison has also taken place with Shankill Garda Station to ensure that their access requirements have been considered. An update on the proposed design has been shared with the local community as part of this process. Traffic modelling and further design reviews have also been undertaken in relation to the Wilford Junction and other junctions along the scheme.*

*The transport and traffic modelling exercise considers future likely changes in behaviour and demand. It also considers future developments along the route for inclusion in the modelling scenarios to cater for projected population growths. Liaison with local authorities along the route will be continued to understand the local traffic impacts and how these are managed at a local level. It is noted that the proposed BusConnects junction traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities, will facilitate a modal shift for the corridor with the potential to reduce through commuter traffic.*

*Regarding the M11 bus bypass of Shankill, this has been considered but it has been decided that bus priority infrastructure will continue to be provided through Shankill in order to achieve the scheme's objectives and provide a reliable service to the local community in this area. The bus priority infrastructure in the Shankill area has been developed further to optimise the scheme proposals while improving the scheme impacts.*

### Issue 3: Access and Parking Restrictions

The main access related issues were raised regarding Corbawn Lane and Shankill. Most submissions raised concerns over the proposed one-way exit route from Corbawn Lane, in addition to the proposed signalised right turn from Shanganagh Road into Beechfield Manor as the single-entry point to Corbawn Lane. The submissions made reference to issues that this set of junctions had previously when the right turn into Beechfield Manor was allowed and noted that there were tail backs to the roundabout at St. Anne's Church. They also highlighted that the traffic accessing the supermarket at this location is an additional burden on the junction, beyond the houses that use it for access. Access for emergency vehicles and access from Shankill Garda Station were also highlighted as concerns in the submissions.

Issues raised regarding Shankill related to village accessibility and access to schools. The submissions also raised concerns around the removal of the roundabouts which are used by locals to undertake U-turns at either end of the village. Others noted that access across and along the proposed 'four lane highway' would be difficult and dangerous. Many submissions suggested the Core Bus Corridor bypass Shankill altogether via M11 to save travel time, with a separate service to Shankill also proposed for inclusion.

Several submissions highlighted developments along the route to outline their proposals and to ensure all planned accesses are considered as part of the BusConnects Bray to City Centre scheme.

**NTA Response to Issue 3:**

*The Corbawn Lane proposals have undergone traffic modelling to assess the traffic in this area in more detail and further design reviews have been undertaken to ensure that the proposed design is appropriate. Further consultation with residents groups has also taken place to discuss the design review findings and alternative designs have also been considered as part of this process. Liaison has also taken place with Shankill Garda Station and the supermarket to ensure that the local vehicle movements are understood and that their access requirements have been considered. An update on the proposed design has been shared with the local community as part of this process.*

*The design has been developed in line with all relevant standards and a Road Safety Audit has been carried out. Footpath widths have been improved, safer controlled crossing points for pedestrians and cyclists have been introduced and the protection of vulnerable road users has been prioritised within the design. The implementation of signalised junctions at Corbawn Lane and at Quinn's Road allows for bus priority where it has been identified that bus lanes are not appropriate due to the constrained nature of this section of the route. The signalised junctions also allow for safer, controlled pedestrian and cycle crossings at these junctions. U-turn traffic count information has also been reviewed and it has been found that only very low volumes of cars undertake this movement. A reduced speed limit of 30kph is also proposed in the Shankill village area, to extend along the Dublin Road from the junction with Stonebridge Road to the junction with Olcovar.*

*Regarding the M11 bus bypass of Shankill, this has been considered but it has been decided that bus priority infrastructure will continue to be provided through Shankill in order to achieve the scheme's objectives and provide a reliable service to the local community in this area. It is noted that the proposed BusConnects junction traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities, will facilitate a modal shift for the corridor with the potential to reduce through commuter traffic.*

*The BusConnects team has liaised with multiple developers and the local authorities along the route to ensure that proposed developments are coordinated with BusConnects proposals. The design has been developed to ensure that coordinated design proposals can be achieved at the multiple development interfaces, noting that the BusConnects construction works will not necessarily take place to coincide with the development works and the developments must adhere to their own planning requirements in the interim. Traffic modelling also takes into consideration future developments that may have an effect on the corridor and surrounding area.*

**Issue 4: Landscaping and Tree Impact**

In total 311 concerns were noted within the submissions regarding the impact on trees along the route. The majority of comments related to Corbawn Lane and Shankill and were in relation to the number of mature trees being removed, the planned planting to replace trees, environmental impacts, aesthetic/visual impacts, impacts on the mental health of residents and noise and air pollution impacts.

A number of comments received welcomed the reduced impact on mature trees through the scheme since the previous design stage; however, these comments also suggested that the impact on mature trees along the corridor to accommodate carriageway widening was still too severe. Whilst most of these comments acknowledged that planting of new trees was proposed through the designs, they suggested that the number of mature trees being removed in comparison to the number of new plantings proposed was too significant.

Certain trees in close proximity to M11 were noted as providing a visual and noise barrier in this location, and concerns were raised that with their removal air and noise pollution would increase.

Many residents of the Shankill area noted that the proposed removal of mature trees would have an unquantifiable effect on the mental health of many of the residents of the area, removing greenery in the area and transitioning the village to a more urban feel.

Submissions raised concerns that removal of mature trees and removal of roundabouts and flower displays in Shankill would diminish the character of the village and take away the 'scenery and atmosphere of Shankill's landscape'. Reference was also made to the efforts of achieving Tidy Towns Awards and the potential impacts to this initiative.

Concerns were raised within the submissions regarding the potential impact of tree removal on flora and fauna. The significance of areas around Shankill and Loughlinstown as refuges for birds, insects, mammals, and plants was also highlighted. The submissions noted concerns that diversity of species and overall population of bird life in the area could be drastically reduced through tree-felling and destruction of hedge rows, specifically between St Anne's Church and Seaview.

#### **NTA Response to Issue 4**

*The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. This must be balanced with the requirement to provide a sustainable means of moving people around the Dublin area, and the benefits associated with sustainable transport.*

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

*The removal of trees along the route has been minimised within the design where possible and a significant number of new trees will also be planted as part of the project. Following completion of a tree survey, the scheme design has been refined to prioritise more retention of high value mature trees, with replanting also prioritising the sustainable reinstatement of appropriate, quality species. Further design development has also been undertaken to optimise replanting opportunities along the route corridor. Planting and urban realm improvements have been progressed for the Shankill area adjacent to St Anne's Church.*

#### **Issue 5: Community Impacts**

The key Community Impacts issues raised related to Corbawn Lane and Shankill. Submissions asked that improvements be considered to the village centre and concerns were noted regarding disruption to the village due to the design proposals. Concerns were noted in relation to local emergency services including Garda vehicles and ambulances, regarding potential access issues due to traffic congestion.

Concerns were raised that the village will become inaccessible for disabled people.

The widening of the carriageway to become a 'four lane highway' was noted within submissions as being detrimental to the community. Submissions still considered that the scheme would have an overall disbenefit to the community in Shankill when compared with commuting time savings. It was asked within

the submissions that proposed landscaping, specifically the removal of a number of mature trees, be reassessed as the community would object to this.

**NTA Response to Issue 5:**

*It is acknowledged that managing the potential scheme impact on the existing environment and community along the route is key. The BusConnects project team seeks to work with the communities along the route 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.*

*The submitted concerns around the potential impact of the proposals on neighbouring communities have been considered further and have resulted in a number of 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.*

*Following earlier engagement with the Shankill community, the carriageway widening works have been redesigned to avoid bus lanes through Shankill village through the provision of priority signals at either end of the village. It is noted that works now proposed within the village itself are limited to local urban realm planting improvements, widening of footways in places and improvements to pedestrian crossings at side road entrances through the provision of raised tables. A reduced speed limit of 30kph is proposed in the Shankill village area, to extend along the Dublin Road from the junction with Stonebridge Road to the junction with Olcovar. Controlled pedestrian and cycle crossings will be provided at many locations along the route and the protection of vulnerable road users has been prioritised within the design. A segregated cycle track is proposed to provide connectivity to the local schools on Stonebridge Road. The BusConnects project team has liaised with Shankill Garda Station to ensure that their access requirements have been considered.*

*The BusConnects scheme will introduce journey time savings for bus passengers. The journey time saving estimate will be confirmed on completion of a detailed traffic modelling exercise for the route. In addition to journey time savings, it is noted that a key benefit of the BusConnects scheme is the improvement of journey reliability through the provision of continuous bus priority by means of bus lanes and signal-controlled priority.*

*The removal of trees along the route is being minimised within the design where possible and a significant number of new trees will also be planted as part of the project. Following completion of a tree survey, the scheme design has been refined to prioritise more retention of high value mature trees, with replanting also prioritising the sustainable reinstatement of appropriate, quality species. Further design development has also been undertaken to optimise replanting opportunities along the route corridor. The BusConnects team has also liaised with the local authority to ensure urban realm proposals are coordinated with future Shanganagh Park masterplan proposals.*

**Issue 6: The Wider Bus Network**

A total of 218 submissions referred to the wider bus network. Some submissions welcomed improved bus service, but many noted the perceived lack of benefits for such cost and disruption. Many submissions queried if the proposals would provide bus journey time savings. Some submissions also suggested that the current bus network is adequate and does not require upgrades. Suggestions were made within the

submissions regarding overall promotion of public transport use including Smartcard peak / off-peak pricing incentives and priority bus routes.

Concerns were raised regarding buses causing traffic delays in Shankill village and submissions suggested the use of layby bus stops in Shankill to prevent traffic build up. Some submissions also suggested that the current bus service and wider public transport is adequate and that given the COVID-19 pandemic, they did not foresee future issues.

Submissions made several recommendations to improve the wider network, such as a feeder bus service operating through Shankill which would provide access to the N11 and avoid the need for commuter buses to run through Shankill village.

**NTA response to Issue 6:**

*The BusConnects scheme will introduce journey time savings for bus passengers. The journey time saving estimate will be confirmed on completion of a detailed traffic modelling exercise for the route. In addition to journey time savings, it is noted that a key benefit of the BusConnects scheme is the improvement of journey reliability through the provision of continuous bus priority by means of bus lanes and signal-controlled priority.*

*Some of the issues highlighted above relate to the BusConnects Bus Network Redesign which is subject to a separate public consultation process.*

*The design has been reviewed in relation to the provision of in-line bus stops at Shankill village rather than layby stops. Designated bus lanes are not provided here, on the basis that the bus receives priority before entering the village and stays in-line to maintain priority. Cyclists will also share the carriageway with buses and other general traffic. In-line stops will be provided to minimise delay to the bus service when travelling through the village and to reduce conflicting movements between cyclists and buses. The provision of laybys would also impact on the existing urban realm and pedestrian circulation space available within the village.*

*The transport and traffic modelling exercise considers future likely changes in behaviour and demand. The proposed network redesign will be complimented by the infrastructure programme, ensuring the overall bus service meets public needs and demands. Key to this is a service that serves the main population centres and trip attractors. Regarding the M11 bus bypass of Shankill, this has been considered but it has been decided that bus priority infrastructure will continue to be provided through Shankill in order to achieve the scheme's objectives and provide a reliable service to the local community in this area.*

**Issue 7: General Safety and Speed Concerns**

212 submissions mentioned general safety and/or speed concerns. Submissions referred to the proposals impacting on safety of school-going children around Shankill due to the removal of cycle lanes, narrowing pathways and the proximity of cycle tracks to oncoming traffic. There were some suggestions to include additional pedestrian crossings and an additional access route to the church and schools.

The introduction of four lanes at Shankill was also raised as a danger to pedestrians, cyclists and drivers turning on/off the main road. Submissions suggested that the introduction of four lanes will increase speeds causing greater danger to pedestrians and make the village inaccessible for those with disabilities.



Many submissions referred to safety concerns of the proposed one-way traffic system at Corbawn Lane. Some suggested that the new one-way system will result in increased traffic and subsequent accidents. Others suggested that increased traffic will result in delays for emergency services access to the Corbawn area. One submission suggested that the changes will result in anti-social behaviour.

Submissions described general safety concerns around bus stops, including the safety of island bus stops and stops that let passengers out on the cycle path. Potential pedestrian and cyclist collisions, and risks to the elderly and disabled, were highlighted as key concerns. Some submissions suggested that new bus stop locations in proximity to residents' homes will increase anti-social behaviour.

Specific junction re-designs were highlighted as potentially decreasing safety for pedestrians and cyclists.

Safety concerns relating to cyclist safety are discussed in more detail under Issue 9 below.

Concerns were raised in relation to Section 1 of the route regarding the safety of proposed bus stop locations and layouts, pedestrian footpath and cycle track layouts, loading bay provision, disabled parking provision and general parking bay provision.

**NTA response to Issue 7:**

*The design has been developed in line with all relevant standards and a Road Safety Audit has been undertaken to ensure that the safety of all road users is considered. The proposals will enhance pedestrian and cyclist safety along the route and the protection of vulnerable road users has been prioritised within the design. The BusConnects design proposals include widening of existing narrow footpaths, and cycle routes will be segregated from general traffic and pedestrians where possible. Pedestrian crossings will be provided along the route, taking desire lines into account.*

*Island bus stops are the preferred BusConnects bus stop arrangement, where space constraints allow. Signage, illumination and detection infrastructure is proposed as part of the island bus stop layout to ensure safe interaction of cyclists and pedestrians. This is discussed in further detail under Issue 14.*

*Following review of the submissions received and as part of the ongoing design development of the scheme, which includes the completion of a Road Safety Audit, the design has been assessed and refined at a number of areas along the route. A key outcome of many of these design interventions is enhanced provision for vulnerable road users. Within the Preferred Route Option, 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. Junctions have specifically being reviewed to minimise the speed of turning vehicles, to improve cyclist and vehicle interfaces at junctions and to phase the turning movements to protect cyclists where possible.*

*In Shankill village the existing footpaths are widened in places and improved pedestrian access is provided across side roads through the introduction of raised tables. A reduced speed limit of 30kph is proposed in the Shankill village area where cyclists share the road with general traffic, extending along the route from Stonebridge Road to Olcovar. It is noted that the two-way cycle track proposed between Stonebridge Road and Corbawn Lane will be segregated and will provide a safe cycling route for all users, serving two schools along Stonebridge Road. The Corbawn Lane proposals have undergone traffic modelling to assess the traffic in this area in more detail and emergency vehicle access has been considered.*

*The proposals in Section 1 have also been developed further. Footpath, bus stop and cycle track layouts, as well as loading and parking provisions, have been refined and optimised within the design.*

### Issue 8: Heritage and Conservation

A total of 135 submissions raised concerns about heritage and conservation.

Many submissions raised concerns regarding the loss of natural and built landscape character along the entire route. The loss of character in Shankill was of great concern within the submissions received. In the Nassau Street to UCD area, submissions highlighted impacts to historical buildings of architectural value.

Submissions highlighted the loss of heritage walls between Loughlinstown Roundabout and Bray in particular. A number of submissions highlighted that the proposals did not do enough to minimise the impact on the heritage walls through Shankill, and that alternative designs should be considered to reduce the full bus lane provision south of Shankill Village. Submissions expressed a community view that these walls are a historical asset to the area and should be conserved.

Submissions highlighted the proposed felling of trees and impacts to communal green space along the route, citing concerns relating to air and noise pollution, health and wellbeing impacts, crime risk and loss of privacy. Submissions also noted a potential loss of habitats and biodiversity along the corridor and raised concerns that these would never be replaced due to the detrimental impacts proposed on existing ecosystems. Although replacement planting of trees was acknowledged, submissions highlighted the loss of mature trees and doubts as to whether younger trees could be considered adequate replacements. Loss of mature trees was of particular concern regarding sections of the route between Loughlinstown Roundabout and Bray where there is a proposed widening of the carriageway from two lanes to four lanes.

#### **NTA response to Issue 8:**

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

*The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. This must be balanced with the requirement to provide a sustainable means of moving people around the Dublin area, and the benefits associated with sustainable transport.*

*The removal of trees along the route has been minimised within the design where possible and a significant number of new trees will also be planted as part of the project. Following completion of a tree survey, the scheme design has been refined to prioritise more retention of high value mature trees, with replanting also prioritising the sustainable reinstatement of appropriate, quality species. Further design development has also been undertaken to optimise replanting opportunities along the route corridor.*

*The preservation of existing heritage features along the route has been carefully considered within the design and a number of improvements have been introduced during design development, including retention of additional existing heritage walls south of Shankill and in Bray.*

*Following earlier engagement with the Shankill community, the carriageway widening works have been redesigned to avoid bus lanes through Shankill village through the provision of priority signals at either end of the village. It is noted that works now proposed within the village itself are limited to local urban realm planting improvements, widening of footways in places and improvements to pedestrian crossings at side road entrances through the provision of raised tables.*

### Issue 9: Cycle Safety and Cycle Infrastructure Provision

In general, the submissions identified support for the revised cycling infrastructure within the third public consultation design including a number of the updated junctions where full segregation had been implemented. 184 submissions mentioned the impact on cyclists, particularly in the Shankill area. It was highlighted within submissions received that several of the junctions along the N11 still required additional design solutions to provide improve cycling infrastructure. Among the submissions, there was reference to pedestrian / cyclist conflict, cyclists at bus and coach stops, cyclist / general traffic conflict, junction design and cycle lane alignment, cycle track connectivity to adjacent streets, cycle track design, and integration with other local authority cycle schemes.

Disappointment was noted in a number of submissions that there is no continuous dedicated cycling provision proposed through Shankill, with cyclists having to share lanes with other traffic. Comments were also received regarding the proposed removal of existing cycle lane markings such as those between Loughlinstown Roundabout and Stonebridge Road. Several submissions noted dangers for young cyclists having to either cycle on the road and share the road with buses or use the footpath directly beside the road, as well as busy traffic volumes along this route. An alternative solution was suggested to connect the route to Shanganagh Road via a segregated cycle path. Traffic calming measures were requested in Shankill Village to reduce speeds and traffic volumes, due to concerns that a reduced speed limit will not be adequate.

Another submission also raised concern regarding the loss of the cycle track onto Waterloo Road. It was also noted that it is not clear whether the secure bicycle parking areas in Donnybrook are being retained.

Specific junction re-designs were highlighted as potentially decreasing safety for pedestrians and cyclists. In general, requests were noted in the submissions for the introduction of safer cycling infrastructure that doesn't require cyclists to share space with the bus or use routes considered to be unsafe. Specific design suggestions were given for locations along the route to improve cycling provision and cyclist safety.

Submissions requested that additional right turn provision for cyclists be facilitated along the route. The submissions queried bus stop layouts where cyclists appear to step out on to the cycle track. Submissions requested the consideration of a buffer space between the cycle track and carriageway along roads such as the N11, which could be provided through a reduction in the number of carriageway lanes provided. Submissions raised concerns regarding cycle track proposals in Section 1 of the route, citing concerns regarding lack of available space and suggesting reductions in the number of carriageway lanes to improve cyclist protection at junctions and to increase available widths along the corridor. Submissions highlighted that cycle tracks should run between parking bays and footpaths. For example, the cycle track which runs outside the taxi rank and coach at Sussex Road was identified as a concern. Potential cyclist clashes were highlighted in relation to minor road junctions.

**NTA response to Issue 9:**

*The BusConnects proposals will enhance cyclist safety along the route. All submission suggestions to improve cycle infrastructure and cyclist safety have been considered as part of the scheme's design development. In addition, a Road Safety Audit has been undertaken to ensure that the safety of all road users has been considered along the length of the route.*

*Specific attention has been given to junction design, to ensure that cyclists can negotiate and traverse junctions safely. Junctions have specifically been reviewed to minimise the speed of turning vehicles, to improve cyclist and vehicle interfaces at junctions and to phase the turning movements to protect cyclists where possible. Along the corridor, cyclists will be provided with segregated cycle tracks where possible, protecting them from direct conflict with buses, cars, and other vehicles.*

*As part of the design, island bus stops have been provided in locations where space allows to reduce bus / cyclist conflict. Where possible, raised tables and traffic calming measures are proposed for side roads along the scheme.*

*Provision of cycling infrastructure through Shankill was part of the wider community discussion during this design phase. The constraints in relation to cycling provision with respect to property and other impacts were assessed and the current route proposal reflects the decisions made in consultation with the local community in this respect. A reduced speed limit of 30kph is proposed in the Shankill village area where cyclists share the road with general traffic, extending along the route from Stonebridge Road to Olcovar. Suggestions for additional traffic calming measures have been considered. It is noted that the two-way cycle track proposed between Stonebridge Road and Corbawn Lane will be segregated and will provide a safe cycling route for all users, serving two schools along Stonebridge Road.*

*Liaison has taken place with local authorities and other parties to ensure adjacent cycle networks are incorporated into the scheme design, so that greenways and other GDA Cycle Network routes are coordinated with these proposals.*

**Issue 10: Air Pollution**

112 submissions mentioned the issue of Air Pollution. These comments were largely raised in relation to proposed mature trees, shrubbery, and hedge removal in the Shankill area. Submissions raised concerns regarding an increase in air pollution due to the area's close proximity to M11. Submissions suggested that the proposed scheme will result in additional idling traffic in Shankill which will increase air pollution and exacerbate or cause respiratory disease in the local population. It was suggested that more trees will be removed than is shown on the plans, and it was noted that proposed replanted saplings would take years to grow. Some submissions highlighted that the local population will be exposed to dust for a prolonged period of time during the construction period.

**NTA response to Issue 10:**

*A part of BusConnects, 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 air quality impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA in preparation for the planning application for the scheme. This assessment will include for air pollution generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.*

*A tree survey has been completed and the design has been refined to reflect existing tree positions based on this survey information and to minimise the proposed removal of trees along the route where possible. Further design development has also been undertaken to optimise replanting opportunities along the route corridor.*

**Issue 11: Impact on Local Businesses**

A number of affected businesses along the route made submissions. The majority of these referred to the scheme's negative impact on access to Shankill village businesses and businesses that are accessed via Corbawn Lane. Other submissions related to loss of shop front parking and loading bays, and associated access for delivery trucks. Submissions also raised concerns about safety issues around access to businesses, particularly around the time on construction. Some submissions suggested that the proposed scheme will increase traffic in Shankill, resulting in a negative impact on the local economy. Others suggested that an improvement to the cycling infrastructure will have a positive impact on local businesses.

**NTA response to Issue 11:**

*As part of the ongoing engagement with local communities and affected parties, we have met with businesses along the route to understand their operational needs along with the loading, access and parking requirements. This approach has allowed measures to be identified where required and where possible to maintain access and operational activities including deliveries, loading, customer parking or other business needs.*

*A substantial transport and traffic modelling exercise is being undertaken to demonstrate and design for the effects of the proposals across the route area as well as at individual junctions. Concerns raised in the submissions in relation to design at specific locations have been reviewed. All proposals will be subject to a comprehensive Transport Impact Assessment as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA in preparation for the planning application for the scheme. The EIA consider the construction and operational stages of the project and will be taken into account by An Bord Pleanála in its assessment of the scheme.*

### Issue 12: Land Acquisition and Accommodation Works

The Preferred Route Option proposes land acquisition and accommodation works in a number of areas along the scheme. 73 submissions made by the public mentioned this issue. Where submissions relating to land acquisition and accommodation works were received from potentially affected landowners along the route, these concerns will be dealt with directly. Some general concerns were raised in relation to loss of land and impact on future planning and development; loss of communal green space; mature trees; existing walls and cycle lanes; negative impacts to property values; impact on parking, access, and safety at local businesses; and appropriate compensation for loss or interference with land.

**NTA Response to Issue 12:**

*The BusConnects team have proactively engaged with landowners to ensure that their needs are understood, and to inform mitigation measures and appropriate accommodation works proposals where possible. Submissions received from potentially affected parties have been reviewed and the BusConnects team have continued to liaise and engage with these parties during design development.*

*Where potential land acquisition is envisaged, the BusConnects project team have sought to agree measures to mitigate the direct impact of the proposed scheme. The precise land take required for this scheme is being assessed as the design develops, and its justification will be presented as part of the planning submission based on the preliminary design, with associated Compulsory Purchase Orders where required.*

*The scheme design has been developed with the aim of minimising the impact on adjacent properties and other land parcels. 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 in preparation for the planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.*

### Issue 13: Noise/ Vibration

In total, 63 comments were received regarding the impacts of noise/vibration along the scheme. These comments were largely raised in relation to proposed mature tree removal in the Shankill area, particularly due to its close proximity to M11. These trees were identified in the submissions as providing a sound barrier from the M11 and the proposed BusConnects corridor. It was suggested that the removal of these trees would lead to an increase in noise pollution. It was suggested that any replanting would take time to mature and therefore would not have an impact on reducing the noise from the M11 for some time.

In addition to this, it was also suggested that the removal of roundabouts within Shankill and replacement with signalised junctions would reduce free flowing traffic through the area and lead to residual noise and vibrations from idling vehicles at the junctions.

**NTA response to Issue 13:**

*The potential impact of the scheme in relation to Noise and Vibration impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA in preparation for the planning application for the scheme. This assessment will consider noise and vibration generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.*

*The removal of trees along the route has been minimised within the design where possible and a significant number of new trees will also be planted as part of the project. Following completion of a tree survey, the scheme design has been refined to prioritise more retention of high value mature trees, with replanting also prioritising the sustainable reinstatement of appropriate, quality species. Further design development has also been undertaken to optimise replanting opportunities along the route corridor.*

**Issue 14: Bus Stop Infrastructure**

68 submissions raised issues relating to bus stop infrastructure. A number made detailed suggestions in relation to optimising bus stop numbers and locations along the route. Locations were highlighted where there are currently a number of bus stops in close succession where some might be removed in order to reduce the number of stops buses would have to make. Some submissions objected to the bus stop proposals at Leeson Bridge, suggesting a new location on Sussex Road instead.

Suggestions to include bus stop laybys in Shankill were discussed in a number of submissions, outlining views that the use of laybys in Shankill village would remove the current source of delays to traffic when coaches and buses pull in to board/alight. Suggestions were made regarding potential locations of laybys and the option for buses to be given priority while pulling out of the layby stops.

Some submissions suggested that the provision of new bus stop facilities would encourage anti-social behaviour at these locations.

A number of suggestions were provided within submissions in relation to local bus and coach facilities including bus and coach stop shelters, bus stop islands, bus and coach stop locations, and cycle parking and bike lockers at bus stops. There were some requests for movement of specific bus stops that overlooked private gardens. There were also suggestions included regarding the relocation of southbound and northbound bus stops in Bray, in addition to the consideration of bus terminus locations and turnaround facilities.

A number of submissions were made in relation to bus stop design. Some submissions were made in opposition to the use of the proposed island bus stop design, with particular concerns raised regarding passengers disembarking directly onto cycle paths. Other submissions were made in favour of island bus stops. Design suggestions were provided that would aim to reduce any future bus and cyclist conflict at bus stops and to reduce the risk of pedestrians running across the road. Additionally, requests were made to increase the width of footpaths near some bus stop locations to mitigate safety concerns, where large queues of people have been observed.

Some submissions were made in support of the proposed bus stop locations in proximity to new developments, and suggestions were made for other stop locations that would serve these developments.

**NTA response to issue 14:**

*Enhancing the bus service is a key BusConnects objective. This opportunity is being taken to re-organise, re-prioritise, and re-plan the bus network for the wider Dublin area to provide a service that is aspirational and fit for purpose. Both the BusConnects Dublin CBC Infrastructure Works and the wider network redesign will bring about a more integrated and user-focused service that meets the current and future needs of Dublin City and surrounding areas. The proposed network redesign will be complimented by the Infrastructure Works, ensuring the overall bus service meets public needs and demands. Key to this is a service that serves the main population centres and trip attractors. This includes a service that provides interchanges for all transport modes to ensure full connectivity and choice.*

*Bus stop locations along the scheme have been determined based on analysis of key factors such as existing bus stop locations, catchment areas, bus stop usage data, pedestrian crossing locations and desire lines, and distances between bus stops. Footpath widths and pedestrian circulation space have also been considered taking pedestrian volumes and bus boarding/alighting data into account.*

*All submissions have been reviewed and suggestions to improve the bus stop provision have been considered as part of the design development.*

*Island bus stops are the preferred BusConnects bus stop arrangement 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 such that it reduces approaching cyclist speeds, as cyclists must give way to pedestrians crossing to the bus stop landing area. Additionally, the cycle track will be narrowed to less than 2m through the bus stop length 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 design has been reviewed in relation to the provision of in-line bus stops at Shankill village rather than layby stops. Designated bus lanes are not provided here, on the basis that the bus receives priority before entering the village and stays in-line to maintain priority. Cyclists will also share the carriageway with buses and other general traffic. In-line stops will be provided to minimise delay to the bus service when travelling through the village and to reduce conflicting movements between cyclists and buses. The provision of laybys would also impact on the existing urban realm and pedestrian circulation space available within the village.*

**Issue 15: Construction Stage Issues**

26 Comments were raised in relation to disruption to residents, schools and businesses in Shankill during construction stage. The project was seen to be unnecessary by some, with submissions noting costs and perceived negative impacts, and concerns that the project would have limited if no time savings on bus journeys.



**NTA response to Issue 15:**

*The potential impact of the scheme in relation to construction activities will be detailed as part of the Environmental Impact Assessment (EIA) process which is being carried out by the NTA in preparation for the planning application for the scheme. This assessment will consider impacts during the construction phase as well as the operational phase of the project. 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.

The key issues raised in the second non-statutory public consultation process, ranked in order of number of responses, are as follows:

- Cycle Safety and Cycle Infrastructure Provision;
- General Safety and Speed Concerns;
- Concerns of designs being unsuitable;
- Access and Parking Restrictions;
- Bus Stop Infrastructure;
- Landscaping and Tree Impact;
- Community Impacts;
- Land Acquisition and Accommodation Works;
- Future Traffic Volumes;
- Heritage and Conservation;
- The Wider Bus Network;
- Impact on Local Businesses; and
- Air Pollution

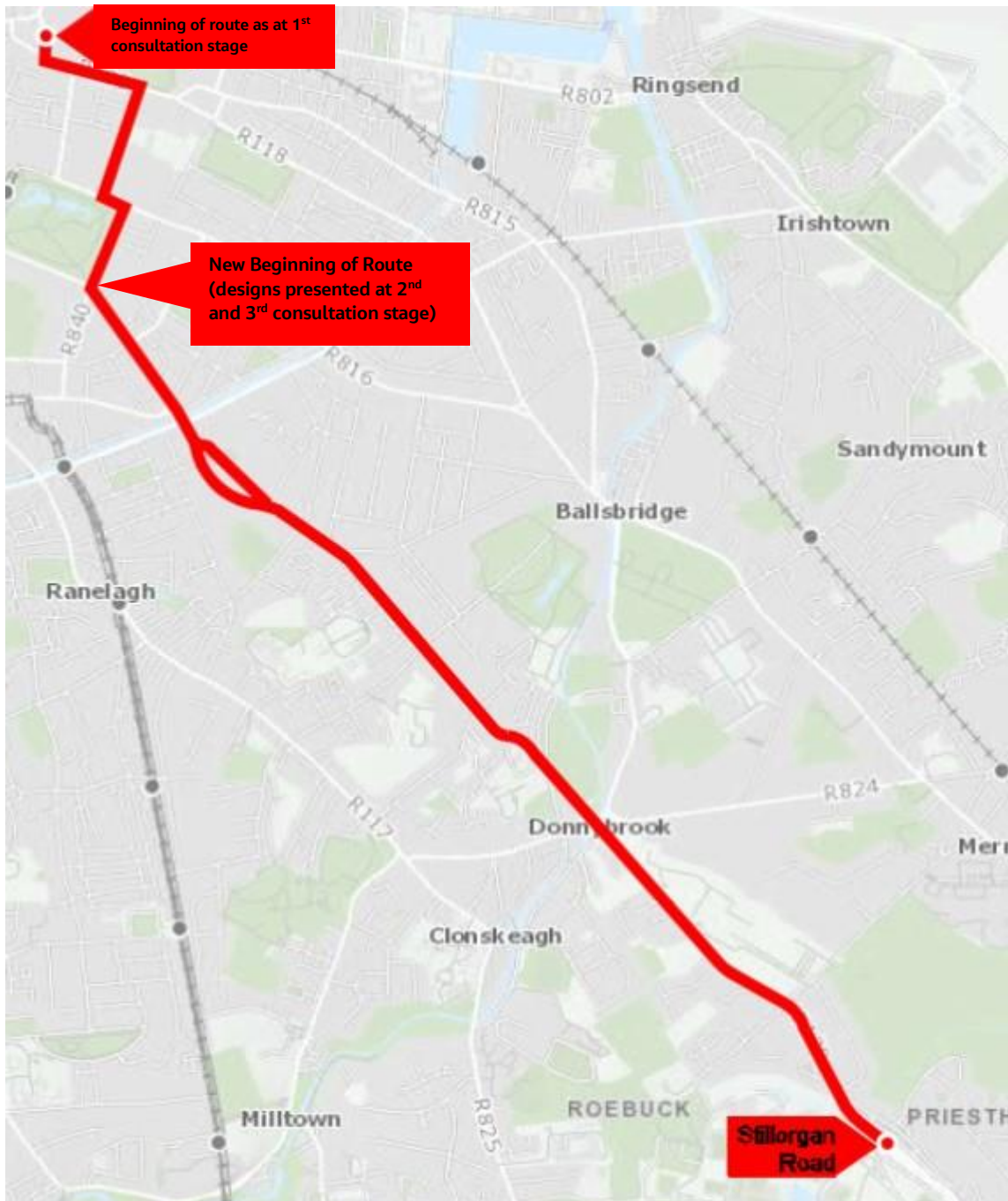
The key issues raised in the third non-statutory public consultation process, ranked in order of number of responses, are as follows:

- Concerns of designs being unsuitable;
- Future Traffic Volumes;
- Access and Parking Restrictions;
- Landscaping and Tree Impact;
- Community Impacts;
- The Wider Bus Network;
- General Safety and Speed Concerns;
- Heritage and Conservation;
- Cycle Safety and Cycle Infrastructure Provision;

- Air Pollution
- Impact on Local Businesses;
- Land Acquisition and Accommodation Works;
- Noise/ Vibration
- Bus Stop Infrastructure;
- Construction Stage Issues

**APPENDIX A – Summary of issues raised per section of route for both 2<sup>nd</sup>  
and 3<sup>rd</sup> non-statutory public consultations**

Section 1 Nassau Street to UCD



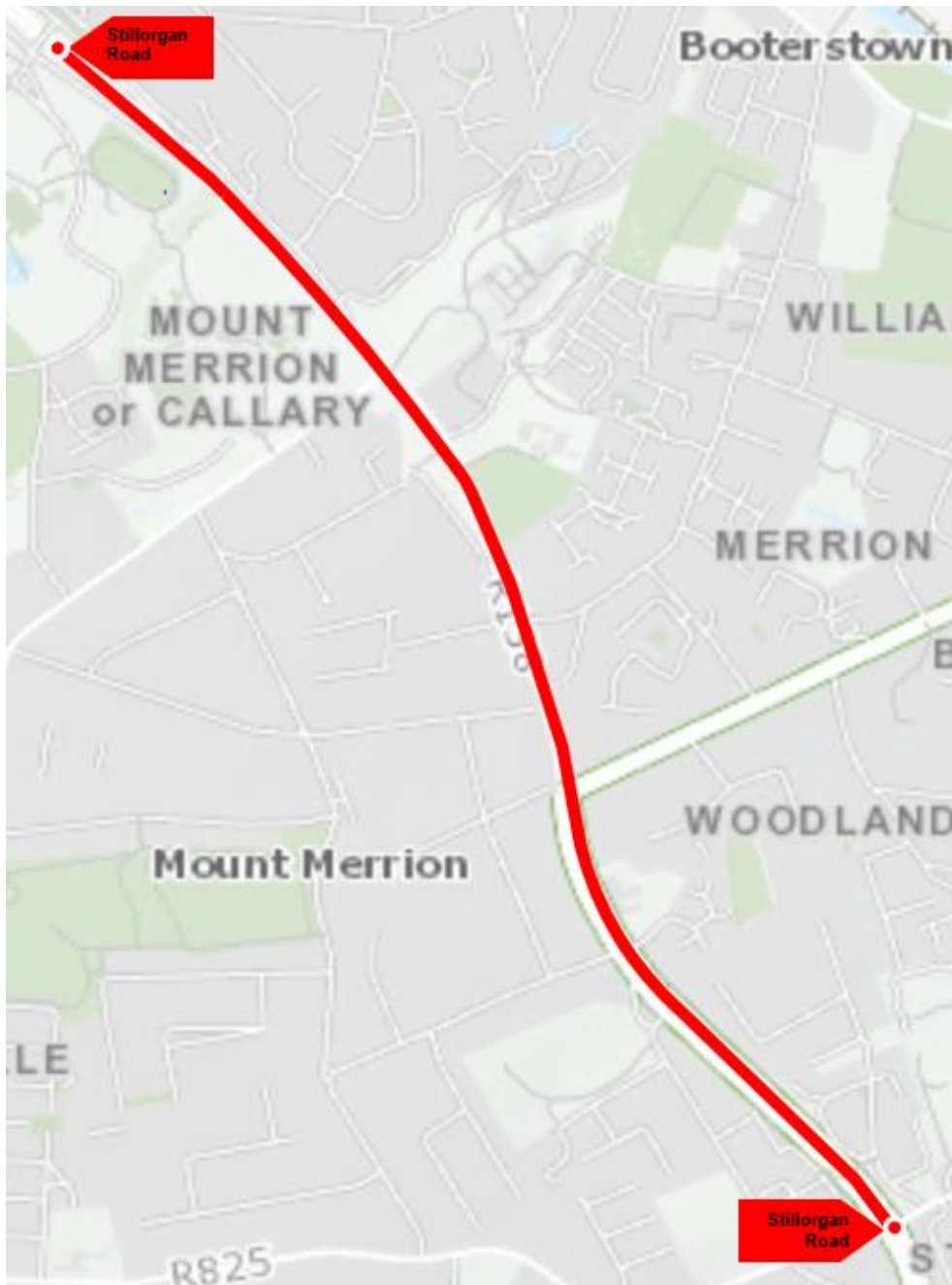
The main comments noted from the second non-statutory public consultation for Section 1 were the following:

- Recommendations on cycle infrastructure layouts
- Queries as to why the scheme has a revised start point
- Suggestions to plant in the median of the Stillorgan Rd
- Suggestions to incorporate raised tables at minor side roads
- Comments highlighting areas of specific conservation value

The main comments noted from the third non-statutory public consultation for Section 1 were the following:

- Concern over disruption to retailers and residents, and relocation of loading bays
- Suggestions to remove coach parking to allow for cycle lane improvements
- Requests to review coach turning movements
- Concerns over removal/relocation of disabled parking bays and people with disabilities crossing carriageway and cycle lanes.
- Queries as to whether existing bicycle parking will be maintained
- Concerns on dangers of existing Bus Stop 847 on Leeson Street Upper

Section 2 UCD Entrance to Lower Kilmacud Road

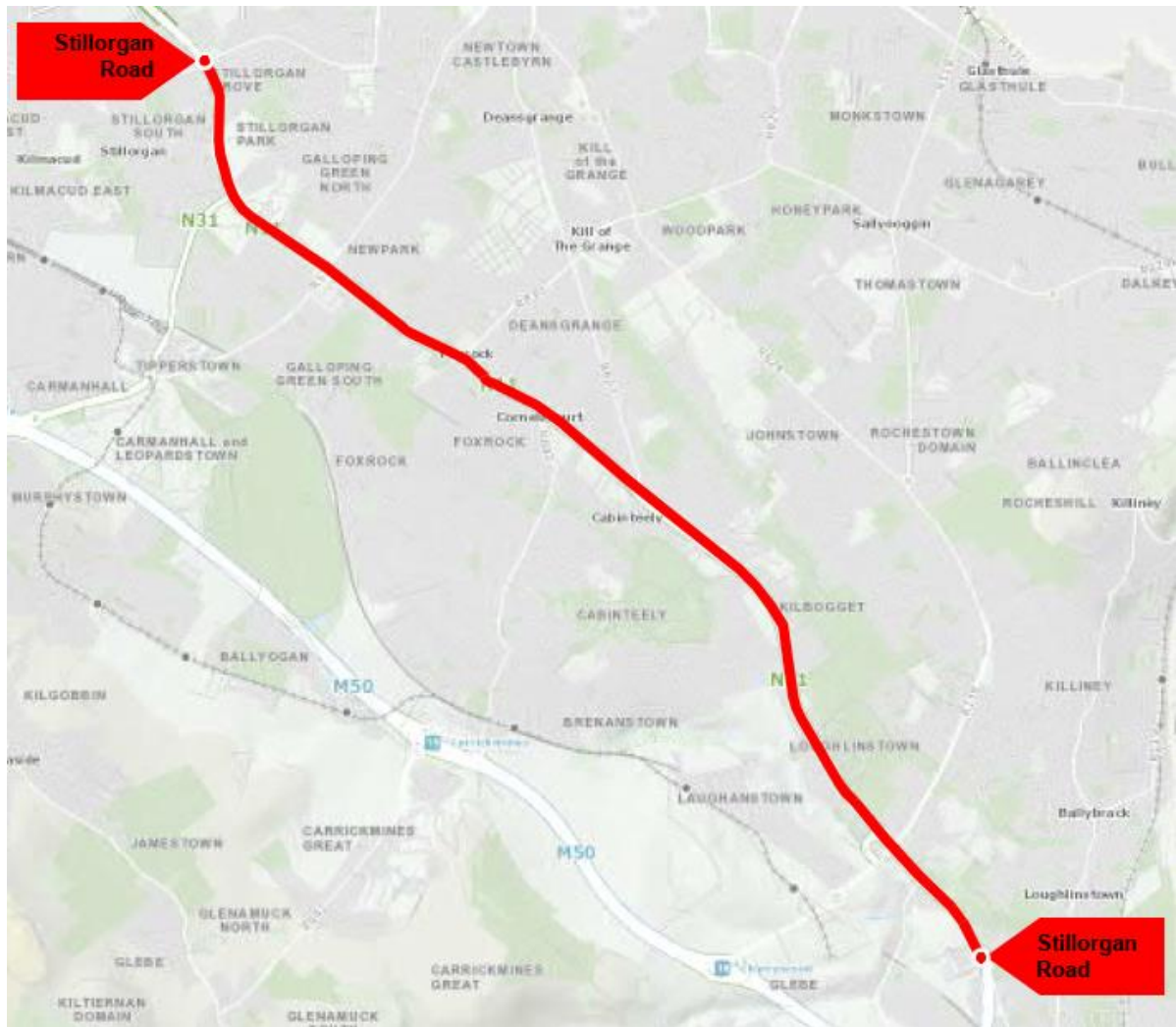


The main comments noted from the second non-statutory public consultation for Section 2 were the following:

- Comments on potential cycling improvements to junctions and cycle tracks
- Comments on potential junction enhancements
- Recommendations on enhancing bus stop layouts
- Awareness raised for adjacent schemes in planning or underway

There were no comments noted from the third non-statutory public consultation in relation to Section 2.

### Section 3 Lower Kilmacud Road to Loughlinstown Roundabout



The main comments noted from the second non-statutory public consultation for Section 3 were the following:

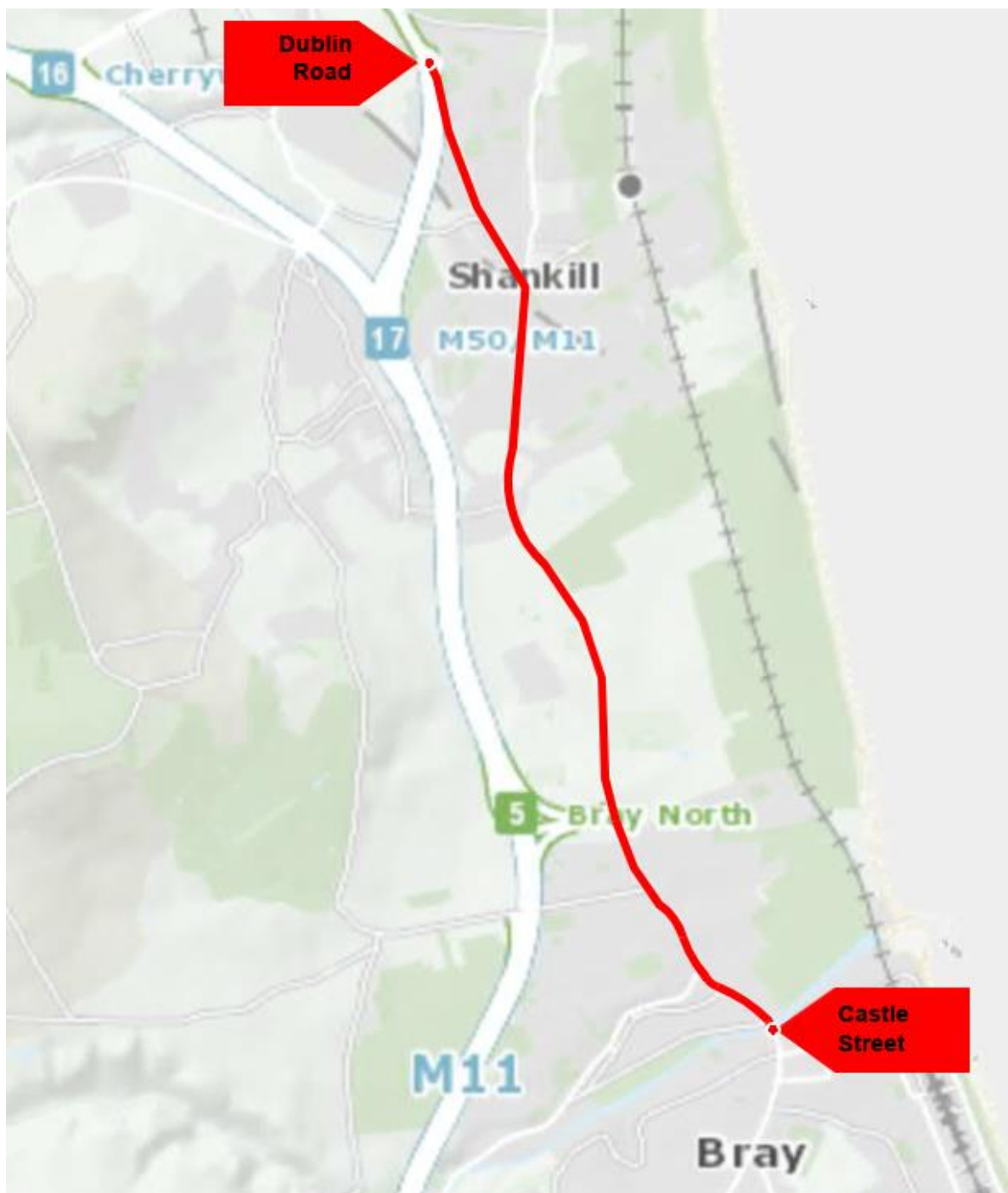
- Comments on potential cycling improvements to junctions and cycle tracks
- Comments on potential junction enhancements
- Recommendations on enhancing bus stop layouts
- Awareness raised for adjacent improvement schemes in planning or underway

One submission was received from the third non-statutory public consultation for Section 3 with the following main comments:

- Increase of population and housing over the next few years; public transport will become vital
- Current public transport in Cabinteely, Cherrywood areas is poor; an increase in buses will be welcome
- Planned cycle infrastructure is very welcome



Section 4 Loughlinstown Roundabout to Dargle River Crossing



The main comments noted from the second non-statutory public consultation for Section 4 were the following:

- Removal of cycling infrastructure through Shankill
- Potential impacts on community and setting
- Potential impacts on current biodiversity

- Justification for scheme given potential reduction in commuting levels beyond COVID-19 pandemic
- Public realm enhancements for local communities
- Suggestions for junction layout improvements
- Concerns around proposals for Corbawn Lane
- Impact of all the proposed developments along the route, and queries as to whether M11 is better route
- Incorporation of local transport plans
- Suggestions on locations for new bus stops
- Concerns around moving of Aircoach stops

The main comments noted from the third non-statutory public consultation for Section 4 were the following:

- The comments raised during the second non-statutory public consultation have been repeated during the third consultation, with the following additional comments as follows;
- Concerns regarding the numbers of mature trees to be removed in the Shankill area
- Loss of trees providing noise screening from M11

## Multiple Sections throughout along the Route

Main comments noted from second non-statutory public consultation for multiple sections of route were the following:

- Support for new proposals in general
- Suggestions on improving cycling infrastructure in plans for access and safety
- Suggestions on bus stop rationalisation
- Comments on island bus stop layouts and potential impacts on impaired users

Main comments noted from third non-statutory public consultation for multiple sections of route were the following:

- Proposals to remove mature trees along the route
- Objections to blocking Corbawn Lane access
- Concerns regarding cycling infrastructure causing pedestrian and cyclist issues
- Impacts to general (non-bus) traffic
- Concerns over the removal of roundabouts and a number of existing left and right turns
- Support for new proposals in general
- Suggestions on improving cycling infrastructure for access and safety
- Suggestions on bus stop rationalisation
- Comments on island bus stop layouts and impact on impaired users

## **APPENDIX B - Emerging Preferred Route Public Consultation Report**

Refer to the main Appendix B of the PRO