



## **Appendix B**

Public Consultation  
Submission Report  
– 1st Non-Statutory  
Public Consultation

## **Appendix B: Public Consultation Submission Report – 1st Non-Statutory Public Consultation**

The Clongriffin to City Centre CBC – EPR Public Consultation Report 2018/2019 is available from the NTA BusConnects Website, and can be accessed by clicking on the links below:

<https://busconnects.ie/media/1928/01-clongriffin-to-city-centre-report-on-cbc-public-consultation.pdf>

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 1 – Clongriffin to City Centre

### Emerging Preferred Route – Public Consultation Report 2018/2019

[www.busconnects.ie](http://www.busconnects.ie)



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# 1. Executive Summary

## 1.1 Objective of the Scheme

The aim of BusConnects is 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.

This report focusses on the Core Bus Corridor which runs from Clongriffin to the City Centre (Route 1).

## 1.2 Purpose of the Non-Statutory Public Consultation

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

*The National Transport Authority (NTA) has today unveiled details of phase one of the BusConnects Core Bus Corridors project with the publication of the Emerging Preferred routes for four of the sixteen previously announced routes.*

*Routes in phase one of the project include Clongriffin to the city centre; Swords to the city centre; Blanchardstown to the city centre; and Lucan to the city centre. A public consultation is now underway on the Emerging Preferred Routes on those four corridors.*

*Announced in June of this year as part of the BusConnects programme to transform Dublin's bus system, the Core Bus Corridors project will see the provision of 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in Dublin. Currently, on the busiest bus routes, bus lanes are only in place for one third of the corridors. This means that for most of the journey, buses are competing for space with general traffic and are affected by increasing levels of congestion.*

*On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the period 2015 to 2017 with millions of passenger journeys taking place on each of these corridors each year. We need to respond to the congestion issue and create journey time savings for both existing and new bus users.*

*Given the scale and extent of the Core Bus Corridors project, the NTA is undertaking the public consultation on the corridor proposals on a phased basis. The Emerging Preferred Routes for the first group of four corridors are being published today.*

*All of those property owners potentially affected by today's phase one announcement have been notified by post and a one-to-one meeting is being offered with each of those potentially impacted. Community information sessions will also be held along the four routes in early January 2019, with the consultation period being extended to Friday 15th February 2019 to take into consideration Christmas.*

*Anne Graham, CEO of the NTA said: "As part of the development of the Transport Strategy for the Greater Dublin Area (GDA), the NTA identified the key sixteen routes where the demand for travel necessitates significant levels of infrastructural investment in order to minimise delays to bus services. The delivery of continuous bus lanes along Dublin's busiest bus corridors became a core pillar of the BusConnects*

*programme. Through the National Development Plan 2018-2027, funding is now in place to progress with the project.”*

*“With the city set to grow by 25% by 2040, the level of congestion will increase, and people’s quality of life will be eroded unless we take the appropriate actions now. The long-term viability of the city, its environment and all the surrounding communities and counties will suffer. Unless we transform our transport infrastructure, travelling by bus will become slower, less reliable and more frustrating for the increasing numbers wishing to use sustainable transport in and out of the city.”*

*“Moreover, cycling across the city will also become more hazardous for the increasing number of cyclists in the city. People want to cycle, and they also want the cycling option for children to be able to cycle safely in their local areas and communities. Over 200kms of dedicated cycle tracks and lanes will be delivered as part of this project, transforming cycling for everyone and making it a genuine option for people – for work, for leisure, for weekends and to school and college.”*

*“The BusConnects Core Bus Corridors project provides a solution to the challenges of congestion, sustainability and safety. By putting in place modern infrastructure to allow continuous bus priority and segregated cycle lanes, we can meet the future transport needs of the people of Dublin. This project will create journey time savings of up to 40-50% of the current times people have to spend on buses.”*

*“Our announcement today is the first in a three-step process giving details of the Emerging Preferred Route for each corridor. Although the Core Bus Corridors project is ambitious, it is needed now more than ever. Some of the decisions that need to be made may be difficult, but they are being made to enable bus journeys to be fast, reliable, punctual and convenient for passengers in Dublin.”*

*“We are acutely aware that a project such as this will have impacts for people who live on these bus corridors. As such, the 345 property owners who may be potentially affected by the first four corridors have been notified and we are in the process of engaging each of those in one-to-one meetings. The proposals we have put forward are not fixed or finalised. Only when we have engaged with those affected and with the general public will we decide on final preferred routes for each corridor.*

*“Today marks the beginning of a two-way dialogue with community residents and leaders. During the course of the project we are committed to establishing a Community Forum along each of the sixteen routes that enables us to listen directly to local concerns and to keep them informed and engaged.*

*“As part of that dialogue we intend to explore how we can create attractive local environments at key urban centres along each corridor. Through careful design we want to enhance those key centres with the provision of attractive landscaping, lighting, seating and other features that are appropriate for the areas. To achieve this, we will engage extensively with the relevant local authority and with local communities.*

*“The public consultation is an opportunity for the people of Dublin to have their say on each of the Core Bus Corridors proposed. We want to hear from them and whether the proposed route layout will work for them and, if not, what changes would they choose to make. Because it is important for people to realise that something needs to be done and not doing anything is not an option when it is expected that the 1.2 million population in the Greater Dublin Area will grow to 1.5 million by 2040.”*

### 1.3 Public Consultation Process for BusConnects

Consultation on the BusConnects Core Bus Corridor Project took place on a phased basis and ran until the 31st May 2019. The first phase of consultation occurred from 14th November 2018 to 29th March 2019. The second phase ran from 23rd January 2019 to the 30th April 2019 and the final phase ran from 26th February 2019 until the 31st May 2019. The emerging preferred routes within each phase have been listed below;

Phase 1: 14<sup>th</sup> November 2018 to 29<sup>th</sup> March 2019

1. **Clongriffin to City Centre;**
2. Swords to City Centre;
5. Blanchardstown to City Centre; and
6. Lucan to City Centre.

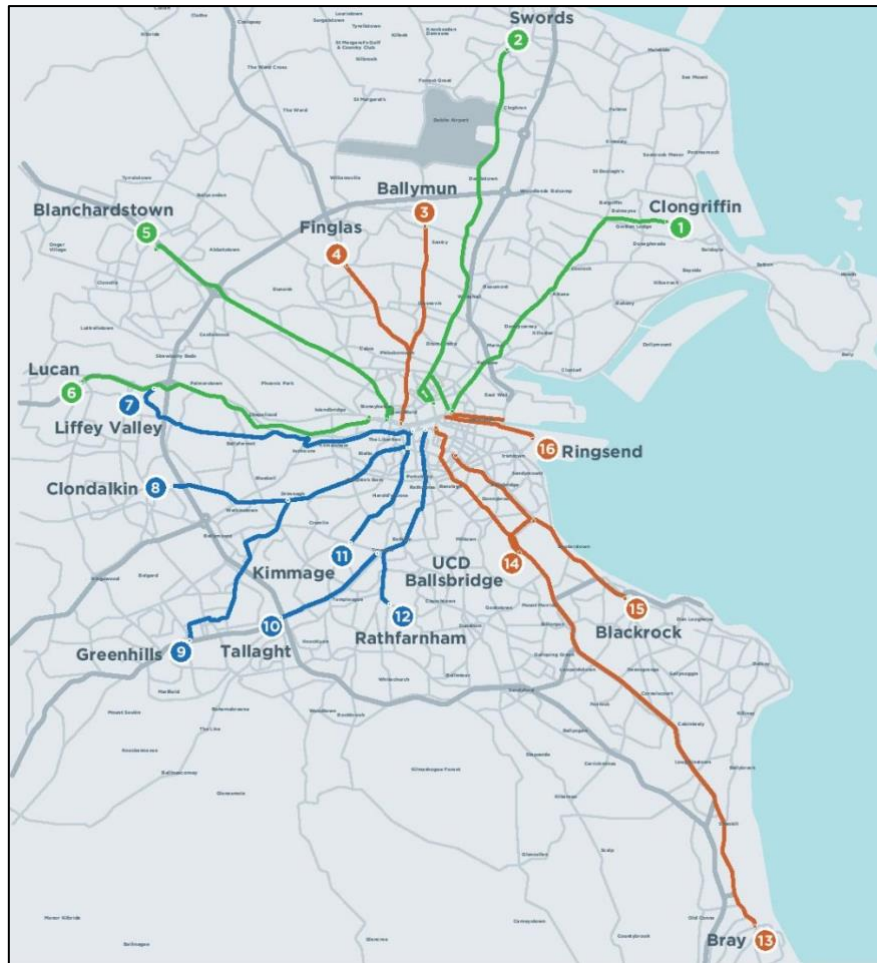
Phase 2: 23<sup>rd</sup> January 2019 to 30<sup>th</sup> April 2019

7. Liffey Valley to City Centre;
8. Clondalkin to Drimnagh;
9. Greenhills to City Centre;
10. Tallaght to Terenure;
11. Kimmage to City Centre; and
12. Rathfarnham to City Centre.

Phase 3: 26<sup>th</sup> February 2019 to 31<sup>st</sup> May 2019

3. Ballymun to City Centre;
4. Finglas to Phibsborough;
13. Bray to City Centre;
14. UCD Ballsbridge to City Centre;
15. Blackrock to Merrion; and
16. Ringsend to City Centre.

The Clongriffin to City Centre emerging preferred route formed part of the first phase of consultation, which closed on the 29<sup>th</sup> March 2019. The location of each of the emerging preferred routes can be seen below in **Figure 1** below.



**Figure 1: Radial Core Bus Corridors Emerging Preferred Routes**

#### 1.4 Information Provided in Public Consultation

The Public Consultation document provided information about the work that has been carried out as part of BusConnects Core Bus Corridor Study. Additional information was provided on the official BusConnects website:

<https://www.busconnects.ie/initiatives/core-bus-corridor-project/>

The additional supporting information on the website included:

- Clongriffin to City Centre Core Bus Corridor Options Study – Feasibility and Options Assessment Report including Appendices;
- Clongriffin to City Centre Core Bus Corridor – Stage F Road Safety Audit including Designer's Response to Road Safety Audit; and
- Clongriffin to City Centre Core Bus Corridor Feasibility Design Drawings.



## **1.5 Submissions Received:**

There were **91** submissions received for the Clongriffin to City Centre Core Bus Corridor. These submissions ranged from personal submissions sent in by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses. In addition to the submissions received, notes taken by the NTA during meetings with impacted landowners are included in summary of issues raised in this report.

## **1.6 Principal Issues Raised:**

The responses cover a wide spectrum of views. The majority of the views raised concerns about the scheme, or elements therein. A limited number of the submissions were positively supportive of the scheme; some others had only qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

The issues raised included:

- 1) Disability Access
- 2) Noncompliance with Design Standards
- 3) Cyclist Safety
- 4) Pedestrian Safety
- 5) Driver Safety
- 6) Environmental Issues
- 7) Local Heritage Concerns
- 8) Malahide Road Access
- 9) Marino/ Fairview Diversion
- 10) Loss (property value, revenue, loss of function / parking, future planning gain etc.)
- 11) Suggestions and New Ideas

## **2 Introduction**

Consultation on the Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route ran between the 14<sup>th</sup> November 2018 to the 29<sup>th</sup> March 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 12 November 2018 and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- The Hilton Hotel, Northern Cross, 10<sup>th</sup> January 2019
- The Gresham Hotel, O'Connell Street, 17<sup>th</sup> January 2019

A Community Forum Event was held at the following location:

- Hilton Hotel Malahide Road, Wednesday 11<sup>th</sup> September 2019

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

The public were invited to make written submissions relating to the content of the Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route. Submissions could be made by post; by email; or by hand-delivery directly in the reception of the Authority's offices.

### 3 Approach to Assessing the Submission

The review of the submissions commenced in June 2019 once appropriate personnel became available. 91 submissions were received by the NTA when the consultation period closed on the 15<sup>th</sup> of February 2019. All were entered into a database. Most entries were digital (email) but some 5 paper bound entries were posted to the NTA.

### 4 Analysis of Issues Raised by Section

The corridor was divided into the sub-sections, and the issues raised in each submission was entered and categorised in the database by geographical section, by issues type and comment type. Section 7 is not included in the NTA's design of the Clongriffin to City Centre Route.

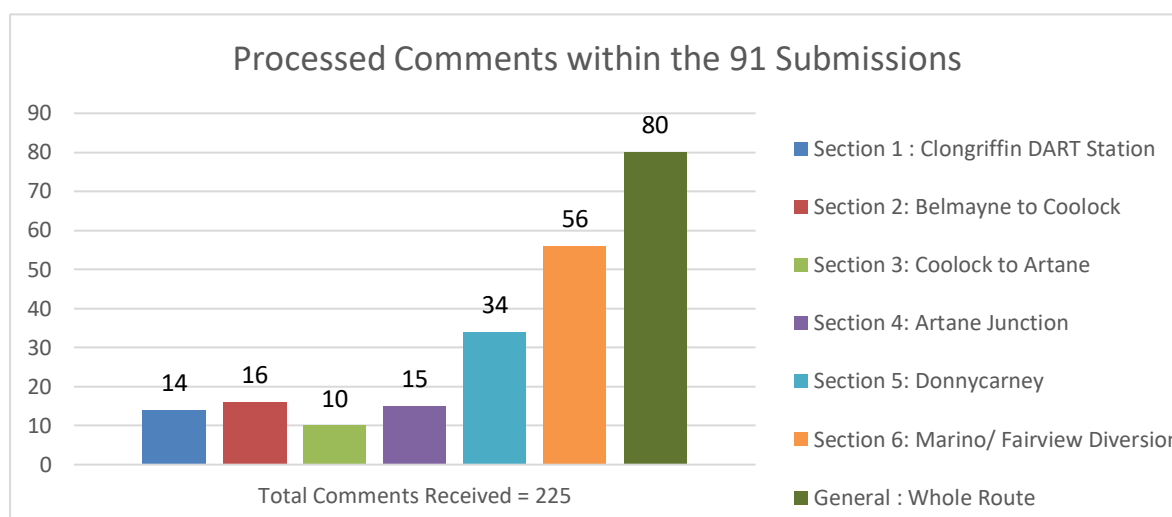


Figure 2: Clongriffin to City Centre Corridor Map

Table 1 and 2 below show the distribution of the submissions with comments across the various sections of the scheme:

**Table 1: Distribution of Comments by Section on Line 1**

	Number of Comments within the 91 submissions	Percentage
Section 1: Clongriffin DART Station	14	6.2%
Section 2: Belmayne to Coolock	16	7.1%
Section 3: Coolock to Artane	10	4.4%
Section 4: Artane Junction	15	6.7%
Section 5: Donnycarney	34	15.1%
Section 6: Marino/ Fairview Diversion	56	24.9%
General: Whole Route	80	35.6%
<b>Total assessed to-date</b>	<b>225</b>	<b>100%</b>



**Figure 3: Distribution of Comments by Section on Line 1**

## 5 Profile of those Making Submissions

Of the 91 individual submissions received:

- **91%** were from residents of the study area and typically referred to local matters;
- **9%** from others

## 6 Themes Raised in the Submissions

All 91 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 9 main themes were identified during this review process.

**Table 2: Themes and frequency associated with public consultation comments.**

Theme	Frequency
Accessibility/ Traffic Impact	48 comments
Pedestrian and Driver Safety	22 comments
Cyclist Safety	41 comments
Suggestions and New Ideas	38 comments
Environmental Sustainability	22 comments
Land use	18 comments
Social Impact	25 comments
Heritage	6 comments
Economy	5 comments

Appendix A provides in-depth listing of the various issues raised in each section.

## 7 Summary of the Main Issues Raised

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

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

While a variety of matters were raised in the submissions, the key issues related to the project are as follows:

- 1) Disability Access
- 2) Noncompliance with Design Standards
- 3) Cyclist Safety
- 4) Pedestrian Safety
- 5) Driver Safety
- 6) Environmental Issues
- 7) Local Heritage Concerns
- 8) Malahide Road Access
- 9) Marino/ Fairview Diversion
- 10) Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- 11) Suggestions and New Ideas

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

### 7.1 Issue 1: Disability Access

Disability access has been raised as an issue in multiple submissions. It was prevalent for properties along the Malahide Road where land take is taking place. This loss of land will impact parking and hamper the mobility in relation to getting into and out of cars and houses. A particular residence requires adequate space for a wheelchair user to board and alight a pick-up bus. There has also been a request for the provision of a ramp as part of driveway reinstatements.

#### ***NTA Response to Issue 1:***

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

## 7.2 Issue 2: Noncompliance with Design Standards

There are several instances along the route where the design does not comply with various design standards such as The Design Manual for Urban Roads and Streets (DMURS) and the NTA's National Cycle Manual (NCM). Examples of such are the left turn slip lanes that feature throughout the design at several locations along the Malahide Road such as the R139 Junction, Priorswood Road, Malahide Tonlegee Road, Blunden Drive, the Artane Junction, Kilmore Road, Brookville Crescent, Griffith Avenue and Copeland Avenue. There is also a noncompliance issue with the multi-stage pedestrian crossings, which according to DMURS "should be removed as a part of any major upgrade". There are junctions which require redesign as they are not compliant with National Cycle Manual standards with some including orphaned cycle lanes.

### ***NTA Response to Issue 2:***

The designs at this stage of planning are preliminary in nature and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

## 7.2 Issue 3: Cyclist Safety

Cyclist Safety was flagged many times in the submissions as an area of concern. The cycle track appears to disappear at various segments of the route, one such location being Clongriffin Station. Proposed cycle lanes are shown without the provision of a verge/ buffer between the cycle lane and the carriageway. Such measures improve the attractiveness for cyclists with experience and confidence. There are seven instances where bus stop bypasses are not provided. Cycle lanes should cross side streets and minor roads via a raised table and should have priority over vehicular traffic.

Concerns were raised for the safety of cyclists at the following junctions: Clarehall Avenue/ Malahide Road, Blunden Drive/ Malahide Road, the Artane Junction, and Tonlegee Road/ Malahide Junction. A Dutch-Style Junction should be considered at these locations to ensure safety for all road users. Currently it is possible for cyclists to travel freely in all directions at the Artane Junction (shown on NTA maps 13 and 14). The new design will make it impossible for a cyclist to safely travel straight ahead from Gracefield Road to Ardlea Road, nor safely make a right turn from any arm.

The Marino Cyclist Diversion imposes huge safety risks for cyclists. An inbound cyclist is required to cross 4 lanes of traffic from Malahide Road onto Brian Road and from Haverty Road to join the City Centre cycle scheme. They are also required to dismount upon crossing at Brian Road, at a toucan crossing. Other junctions have cyclists between two lanes of traffic which is unsafe. The redirection of cyclists onto routes that are used as a rat run will also pose a danger to cyclists, particularly at peak times.

The cycle facilities as agreed for the Part 8 design of the Malahide Road Junction of the North Strand/ Fairview Cycle Route should be maintained.

**NTA Response to Issue 3:**

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

On all schemes the NTA is reviewing the design of cycle facilities at junctions in order to remove left turn lane conflicts, remove shared pedestrian/cycle space where possible and to provide more segregation through junctions.

Orphaned cycle lanes will be removed in revised drawings in compliance with National Cycle Manual standards. Continuous cycle lanes will be provided wherever enough space is available between existing building/property lines. Isolated cycle lanes shall also be considered in the design process whenever possible.

**7.4 Issue 4: Pedestrian Safety**

Footpath reduction along Malahide Road has caused concern amongst residents, particularly those with young children, as they worry about the proximity of the road to pedestrians. The wait time at the multi stage pedestrian crossings is an issue. The junction of Malahide Road with Collins Avenue and Collins Avenue feeder lane is an area of concern. The Malahide Road already has high levels of traffic and it is hostile for children and elderly people crossing the street these plans could make it more unsafe for pedestrian users. Donnycarney village is home to a large number of senior citizens who are less agile, so wide footpaths and ramps are needed. Proposed footpath slopes are too steep, and steps are not suitable for such demographic.

**NTA Response to Issue 4:**

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

**7.5 Issue 5: Driver Safety**

Driving from St.Aidan's Park Road to Carleton Road, it is impossible to see traffic that may be traveling from Carleton Road due to cars/ vans parking illegally on the corner. There have been many near misses at this site. There is a slight bend at the approach to Brian Road on Carleton Road which is a hazard for motorists. The proposed Marino Diversion is currently used as rat run for motorists who wish to avoid the Malahide Road congestion at peak times. It is a very narrow diversion with residential parking on both sides.

Malahide Road is very busy and congested. The proposal to widen it and increase the amount of road users (pedestrians, cyclists and motorists) has the potential to lead to more accidents. On Malahide Road outside the Artane Cottages there have been many incidents over the past few years; residents

feel these may increase with a higher amount of traffic and road users. There were submissions for Malahide Road residents regarding their safety while entering and exiting their properties directly onto the busy carriageway.

***NTA Response to Issue 5:***

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

The amount of Rat-running through Marino will be reduced by blocking the road at Haverty Road, which will create a quieter street which will be more welcoming to residents and cyclists passing through the area. In addition the layout has been altered at Artane Cottages to move the widening away from the cottages to the other side of the road by making use of existing green area that was not previously used.

## **7.6 Issue 6: Environmental Issues**

Submissions were concerned regarding the loss of trees and greenery along the full route. Noise and air pollution were also concerns. Noise and privacy issues are currently mitigated by 40 year old coniferous trees which are to be removed adjacent to the Artane Junction. It is vital that these are replaced with similar planting. Residents fear the proximity of the proposed carriageway will be too close to their homes. There was a concern from one particular property that has existing sewage problems. The manhole is currently located within the front garden of their property; however, land take may put this in the carriageway. They need access to this manhole regularly.

***NTA response to Issue 6:***

The NTA recognizes the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this must be balanced against the requirement to provide sustainable means of moving people around the city-region. Under the Bus Connect programme the NTA will be upgrading the existing bus fleet to transition to a fleet of low emission vehicles which will reduce both noise and air pollution. By 2023 half of the bus fleet, approximately 500 buses, will be converted to low emission vehicles, with full conversion completed by 2030.

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



## 7.7 Issue 7: Local Heritage Concerns

Residents feel that the impact of land take on listed properties driveways and front gardens may impact the aesthetics of the dwellings. There are concerns in regarding the impact of works on houses built circa 1850 and the foundations of Victorian Houses along Malahide Road. Artane Roundabout has been a local landmark for the past 60 years. This will be a huge loss of character to Artane. Donnycarney Memorial clock which is located on the corner of Collins Avenue and Malahide Road at will need to be relocated. The heritage stone wall at Thorndale Grove (Map 16), with significant level difference behind it, is proposed to be removed. The design should be modified to maintain the existing high-quality boundary and provide all the required road widening on the eastern side of the road, eg. Maypark. Similarly on NTA Map 15, the existing boundary between the Malahide Road and the green area at the junction of the Kilmore Road, and the boundary with Pinebrook Road and St.David's Wood, is currently a heritage stone wall and milestone marker. Requests to review the boundary treatment proposed for this green area.

### ***NTA response to Issue 7***

The impact on properties' boundaries and foundations have been further assessed and amended. It is noted that the current preferred design on Malahide Road identifies no likely impact to property foundations along this section and therefore most of the properties referenced in the submissions are not likely to be affected by the works.

The road alignment proposals along the entire route have been reviewed further as part of the design development, to ensure any land take proposed is necessary to achieve the objectives of the BusConnects scheme and that the locations and extent of land take has been minimized. In this context it is now proposed to avoid land take outside Thorndale Grove by widening into the park opposite, thus the stone wall and milestone marker will remain in place.

It is now proposed, between Kilmore Road junction and Killester Avenue, to move the western cycle track and footpath inside the green area to minimize any impact on the existing wall and trees. The road alignment between Killester Avenue junction and Collins Avenue has also been changed which will allow the retention of the mature trees and heritage wall.

The Donnycarney Memorial Clock is to remain in its current location and the area around it is to be enhanced as part of our urban design proposals which will form part of the An Bord Pleanála application in the future.

### 7.8 Issue 8: Malahide Road Access

The bus lane over the 16km route breaks approx. 70 times for left turning traffic and is broken on average once every 230m. There were suggestions to close off some access to Malahide Road to limit the number of junctions such as Elm Road and Donnycarney Road.

Bus lanes should be segregated by a kerb and be 24 hour to work effectively. The former Crown Paints' main distribution center at 1-3 Malahide Road is a site of concern. The proposed layout is not as restrictive as the existing layout and vehicles attempting to make a right turn manoeuvre could create a risk to traffic safety on Malahide Road and also result in blocking traffic flow.

Newton Road at the Malahide Industrial estate is proposed two-way, however it is currently exit only. Similarly, Danieli Road is also proposed as a two-way access. Access to Mount Dillon Court from Malahide Road is not currently possible. Many residents require sufficient safe and secure access and parking space off Malahide Road due to a disability as previously discussed in Issue 1.

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

The bus stop locations were reviewed, and it is now recommended that they are retained in the same locations as proposed.

Road access will be designed in line with design standards. Reducing access to Malahide Road will only be considered after carrying out extensive traffic surveys and volume counts.

The number of left-turning breaks on the Malahide road has been reviewed and while the initial analysis suggests that the proposed arrangement is unlikely to have an adverse impact of traffic congestion, further changes to the number of access points will be subject to more detailed traffic analysis to confirm the effects on traffic congestion.

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

## 7.9 Issue 9: Marino / Fairview Diversion

The public believe that cyclists will not be willing to divert through Marino, and instead carry on along Malahide Road, sharing the carriageway with buses. Comments suggest diverting vehicles to Howth Road, leaving sufficient space for segregated cycle facilities on both sides of the road and efficient bus lanes along Malahide Road to Fairview, rather than the Marino diversion for cyclists. Another alternative to explore is to make Carleton Road and Haverty Road one-way for traffic towards Joseph's School with a contra flow cycle lane.

A lot of issues arose along Haverty Road. Currently with an average road width of 4.85m, Haverty Road would not comply with standards set out in the NCM for basic characteristic for a mixed/shared street cycle lane which states, for roads less than 5.5m in width '*mixed or shared streets are suitable in low traffic single lane environments where cyclists and pedestrians take precedence over vehicular traffic*'. There is an existing issue of evening outbound traffic breaching the "no right turn" from Marglann Marino onto Haverty Road, speeding towards St.Aidans Park. Motorists will continue to take this route to avoid the Malahide Road congestion unless traffic calming measures are implemented. The installation of bollards at the Marino Mart end of Haverty Road would render Haverty Road a cul-de-sac, prevent cars from rat-running, and provide a safer environment for both residents and cyclists.

There is a poor sight line at the Carleton Road/ St.Aidan's Park Road Junction, and on the approach to Brian Road from Carleton Road where there is a sharp bend. In a residential area with children playing on the roads and elderly residents, it is unsafe to divert cyclists and traffic here. There is insufficient space for resident parking along Haverty Road, Carleton Road and Brian Road, which will only worsen once design changes have been implemented. There were questions raised as to how the Marino Diversion was chosen during the Route Options Assessment. Submissions stated that Scheme 3 should have scored better than Scheme 2 and that the multi criteria analysis did not compare like with like.

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

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

An alternative cycle route is being proposed along Brian Road, Carleton Road and Haverty Road in lieu of staying on Malahide Road. After taking into account the safety and convenience of all road users as well as the residents of the area it is proposed to close Haverty Road for vehicular traffic at St Aidan's Park, though provision will be made to allow emergency vehicles to use the junction.

#### **7.10 Issue 10: Loss of property value, revenue, loss of function/ parking, future planning gain etc.**

Loss of land in front gardens and driveways is of concern to many residents along the route. Many requests for remedial works such as: new front walls, triple-glazed window, new front door, driveway to be re-laid, sufficient internal and/or external insulation to eliminate noise pollution, new roofing tiles. Residents are concerned about the loss of property value due to CPO land take and the proximity of the carriageway.

As mentioned previously in Issue 7, the public are concerned with the loss of heritage and character to their local area. Many bus passengers are concerned about the loss or diversion of their bus service. Local business may lose parking adjacent to their property which could affect their business.

##### ***NTA response to Issue 10***

Potential land acquisition is envisaged and the NTA will engage readily with landowners potentially impacted by the proposed scheme. Should a Compulsory Purchase Order be required, this process will fairly assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme.

### 7.11 Issue 11: Suggestions

One of the main suggestions that was raised was to convert Haverty Road to a cul-de-sac as mentioned previously in Issue 9, in order to improve the safety for residents and cyclists. Another proposal for this area is to suggest an alternative to the Marino Diversion, where there would be increased safety for road users. Disc parking on Carlemont Road was also suggested to mitigate the number of illegally parked cars. The provision of verges between cycle facilities and in the centre of the carriageway along Malahide Road were suggested to provide a safety buffer for cyclists and pedestrians. Many different suggestions were put forward to reduce the time taken to travel to the City Centre. Various other new ideas were put forward for this route which are noted in Appendix B.

#### ***NTA response to Issue 11***

The overall aim of BusConnects is to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200kms of cycle lanes on sixteen of the busiest bus corridors in and out of the city center. Core Bus Corridor 1 Clongriffin to City Center is one of these and if successfully implemented will address the suggestions made concerning the frequency and capacity of bus services.

Central verges are incorporated in the revised drawings wherever adequate space is available.

It is proposed to close Haverty Road for vehicular traffic at St Aidan's Park, provision will be made to allow emergency vehicles to use the junction.

**APPENDIX A**  
**SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE**

## Section 1: Clongriffin DART Station



Main comments noted were the following:

### GENERAL:

The provision of cycle facilities should be implemented to encourage mode share.

### MAP 1:

Absolutely no provision for cyclists here.

### MAP 2:

Main street/Park Avenue Junction: cycle lane stops, and cyclists are encouraged to use bus lane. At present they mount the footpath and will continue to do so which is not safe.

### MAP 3:

Box/pocket turns for cyclists should be provided on all sides of the junction.

Cycle lane disappears on this map, provision for parking inside the bus lane and where cyclists will be travelling; Potential hazards.

Right hand turns for vehicles should be removed on minor roads.

MAP 4:

Submissions fear that cyclists will cycle through pelican crossings.  
No cycle facilities.

MAP 5:

No cycle facilities.

## Section 2: Belmayne to Coolock



Main comments noted were the following:

MAP 6:

Clarehall Junction will pose a major risk to cyclists; Insufficient provision of box turns, lack of segregation at the junction of two dual carriageways. A Dutch-Style junction should be considered.

Left hand turn towards Clongriffin should be removed.

MAP 7:

Left slip lane should be removed, not compliant with DMURS and NCM.



Unacceptable toucan crossing. Consider a shared space which provides a low level of service for all users.

Sufficient space here to provide a verge between the cycle and bus lane and make the cycle lane wider.

MAP 8:

Plenty of space to provide a Dutch Style Junction and segregation facilities for vehicles, pedestrians, buses and cyclists.

Remove left slip lane.

MAP 9:

Provide verge between cycle lanes and bus lanes instead of in the middle of the road to increase attractiveness to less experienced cyclists.

High level of HGV, caution should be taken for cyclist safety.

### Section 3: Coolock to Artane



Main comments noted were the following:

**MAP 10:**

The former Crown Paints' main distribution centre for Ireland is at 1-3 Malahide Road. Existing road layout is designed to physically restrict right-out movements from the site onto Malahide Road. The proposed layout on Map 10 is not as restrictive as the existing layout, vehicles attempting to make this right turn manoeuvre could represent both a risk to traffic safety on Malahide Road, and also result in blocking back of traffic into the site / along Malahide Road. The site entrance should provide for Heavy Goods Vehicles as the future of this warehouse is unknown.

Inclusion of box turns at Greencastle Road Junction.

Newtown Road at the Malahide Industrial Estate is being made two way, it is currently exit only.

Landowner of Newton Road requests electric gates are maintained and replaced properly.

**MAP 11:**

The left turn slip lane should be removed as they are not compliant with DMURS or NTA's NCM.

**MAP 12:**

Need to provide a continuous cycle lane here.

Inbound cycle track should merge onto St. Brendan Davis Drive earlier to help form a bus stop bypass.

**Section 4: Artane Junction**



Main comments noted were the following:

#### GENERAL:

Artane Roundabout has been a landmark for the past 60 years, loss of character to Artane.

Consider an underpass for pedestrians and cyclists.

Currently it is possible for cyclists to move in all directions. The new design will make it impossible for a cyclist to safely head straight ahead or make a right turn.

#### MAP 13:

Junction should be redesigned to better provide for cyclists with segregated cycle facilities.

Access to Mount Dillon Court from Malahide Road is not currently possible

#### MAP 14:

7 bungalows are affected by land acquired by CPO, 3 of which are occupied by disabled persons.

Access to these homes is already extremely difficult and people with disabilities require space to turn cars within the driveway. Reducing garden space for these properties will limit parking and hamper mobility for residents.

Noise and privacy issues are currently mitigated by 40 year old coniferous trees which are to be removed. Residents will be vulnerable to pollution, noise and vibrations.

Cycle lanes should cross side streets and minor roads via a raised table.

Danieli Road is currently exit only, but is proposed 2 way?

Mornington Park, certain residences require ramp entrances for disabled access. Bus pick up 3 times weekly, space needed for bus to safely pull in and provide disabled boarding/alighting. (6th house left from Kilmore Road)

St.Gerards House have ongoing sewage issue in their property. Manholes is located within their garden but is part of CPO land take.

## Section 5: Donnycarney



Main comments noted were the following:

### GENERAL:

Donnycarney village home to lots of senior citizens, wide footpaths and ramps are needed. Footpath slopes too steep, and steps are not suitable.

### MAP 15:

Objections to the repositioning of bus stops closer to St.David's Wood Junction. Residents fear that sightline will be blocked by bus shelter/ passengers. Suggested relocation to opposite side of junction, where there is sufficient green space to not directly impact any resident access and to provide a bus stop bypass for cyclists. Buses won't be able to pull in for passengers with 2 sets of traffic lights so close to the stop.

Additional bus stop provision at Kilmore Road to provide access to Artane Shopping Centre.

Jug-handle turn should be provided for cyclists on the continuous side of the Malahide Rd/Kilmore Rd Junction.

Filter light to allow for bus priority as seen on the Quays.

Footpath adjacent to Artane Cottages has a history with traffic accidents involving vehicles, pedestrians and cyclists; the narrowing of the footpath should be considered here, and correct safety barriers installed.

Footpaths have already been reduced in 2007/2008.

The boundary wall with Pinebrook Road and St.David's Wood is currently a heritage stone wall and milestone marker.

Provide a narrow, planted verge separating cycle lane from traffic and to prohibit car-parking along the cycle track.

Provide a pedestrian crossing (signalised) on the third leg of the junction. Current situation is not suitable and leads to jaywalking across Malahide Road.

Remove left slip lane.

Homeowner considering selling property to NTA due to decrease in value after BusConnects.

#### MAP 16:

NTA proposals will ruin Donnycarney Village due to the road widening required to accommodate facilities.

Box/Pocket turns should be provided at the junction of Killester Avenue and Malahide Road.

Jug-handle turn should be provided for cyclists at the junction of Malahide Road and Elm Mount Road.

Removal of a heritage stone wall, with significant level difference behind wall. Amend the design to remove the proposed modifications on the western side of the road, maintain the existing high-quality boundary and provide all the required road widening on the eastern side of the road, Maypark.

#### MAP 17:

NTA propose to remove the left hand turn from Collins Avenue onto Malahide Road. Vehicles traveling from the Killester area will no longer be able to turn directly towards the city on the Malahide Road, increasing the volume of traffic on Collins Avenue as vehicles reroute to Clancarthy Avenue etc, to turn left towards the City.

Residents at Malahide Road on map 17, have already experienced CPO land take at this home, and have since parked their cars in the grounds of Donnycarney Church, cars broken into etc, not safe.

Left turn slip lane not compliant with DMURS and NCM.

Suggestions to close off some access to Malahide Road such as Elm Road and Donnycarney Road.

A resident requests unique decorative wall/railings/gate to be replaced in same condition.

Donnycarney Memorial Clock will need to be relocated.

#### MAP 18:

Jug-handle turn should be provided for cyclists at the junction of Malahide Road and Casino Park.

Include a planted verge or central reserve between the north and south bound lanes to reduce speed/noise and improve air quality.

Remove the right-hand turn.



Loss of parking for local shops and businesses which will greatly affect the viability of these shops. The relocation of bus stops along this section by NTA make the bus stops less convenient to residents of Clancarthy Road and Donnycarney Road.

## Section 6: Marino/Fairview Diversion



Main comments noted were the following:

### GENERAL:

Drivers currently divert through Marino to rat run and avoid the Fairview Road/ Malahide Road Junction. This will worsen when cyclists are diverted.

Poor line of sight at Carleton Road/ St.Aidans Park Road.

Poor line of sight approaching Brian Road from Carleton Road – sharp bend.

An area with lots of children playing on roads and elderly, unsafe to divert cyclists and traffic here.

A dedicated cycle lane through a residential area will increase cyclists' speeds creating potential for accidents.

Insufficient space for resident parking. Parking along Haverty Road, Carleton Road and Brian Road will cease to be available.

Alternative to explore: make Carleton Road and Haverty Road one-way for traffic towards Joseph's school with a contra flow bicycle lane.

Fairview diversion – 3 issues with why Scheme 2 of the Route Options Report was chosen:

1. Scheme 2 introduces delays for cyclists at crossing points. Scheme 3 should be marked with having a better cycling integration score than Scheme 2.
2. Scheme 3 should have scored better than scheme 2 on environment
3. Scheme 1 is unnecessarily large (17.2m wide). The multi criteria analysis did not compare like with like

#### MAP 19:

Cyclists are required to dismount if they carry on to Map 20 junction to cross into Marino Diversion. To avoid dismounting they will instead risk crossing four lanes of traffic at the Copeland Avenue/ Griffith Avenue junction if travelling inbound which is very dangerous.

Include a planted verge or central reserve between the north and south bound lanes to reduce speed/noise and improve air quality.

Multi-stage crossing for pedestrians not efficient, up to four crossings for pedestrians, yet cars can travel straight through.

Boundary line is not correct at Pharmacy and Surgery (located where land take line is shown on Map 19). Owner also owns the parking frontage out to the footpath.

#### MAP 20:

Cyclists travelling inbound from western side will not cross over to diversion. Requires crossing at pedestrian lights and dismounting. They will continue along Malahide Road using bus lanes.

Residents of Malahide Road are concerned that the upgrade of this route will cause structural damage to their property.

Introduce disc parking.

Shrubbery removed at front of houses, issue with bin storage across the entire Carlemont Road Terrace, windows/doors/railings for each property to be considered.

Cyclists that already take this rat run are not complying with the laws – remaining on the correct side of the road, yielding to cars accessing their properties, slow speeds etc.

No provision for southbound cyclists to take a right turn off Malahide Road onto Brian Road.

Rationale for land take is unclear here as no provision of dedicated cycle lanes.

It is common for cars to park on the hard-surfaced area in front of the shops, will this still be possible? If so how will it be safe for cyclists?

#### MAP 21:

Existing issue of evening outbound traffic breaching the “no right turn” from Marglann Marino onto Haverty Road and speeding (greater than the 30km/hr limit) towards St. Aidans Park Road. Install bollards at the Marino Mart end of Haverty Road rendering it a cul-de-sac, to prevent cars from rat running, but allowing cyclists. Gardai manned this junction between 4:30 – 6:30pm on Tuesday 28th November, but there were no changes to the travelling patterns of traffic, with approx. 88 cars turning between this time period on days where the garda was not present.

Haverty Road currently has an average road width of 4.85m. The National Cycle Manual sets out basic characteristics for mixed/shared street cycle lane design for roads less than 5.5m: ‘mixed or shared streets are suitable in low traffic single lane environments where cyclists and pedestrians take precedence over vehicular traffic’. This is now what the rat-run (Haverty Road) is would be described.

Left hand turn from Malahide Road onto Fairview Park shown on Map 21 is simply too small to turn into two lanes and currently causes significant delays.

Suggestion of a roundabout at Fairview/Malahide Junction.

Dedicated traffic light/ crossover to Fairview Park for southbound cycling traffic.

Cycle facilities, as per the agreed Part 8 design of the Malahide Road junction of the North Strand/Fairview cycle route should be maintained.

Large articulated trucks use this sharp bend as a default route when the Port Tunnel is closed.

Thick mature hedging along boundary line of a property, would take years to replace. What will be the replacement?

## Section 7: Tie in Point to the Clontarf to City Centre Cycle Scheme



This section was not part of the Non-Statutory Consultation of the Clongriffin to City Centre Route.

## Multiple Sections throughout the Scheme





Main comments noted:

The public believe that cyclists will not take diversion through Marino, and instead will carry on along Malahide Road.

No traffic calming measures along Malahide Road.

Comments suggest diverting vehicles to Howth Road, leaving sufficient space for segregated cycle and efficient bus lanes along Malahide Road, rather than the Marino diversion for cyclists. Lost opportunity to develop Fairview Park as a transport hub, connection with Clontarf Road DART Station, direct access to Dublin Port Tunnel.

Every property owned privately will need to have appropriate effective soundproofing & pollution protection on health and wellbeing grounds as an integral precondition of embarking on this scheme.

The City Centre and Extents of bus routes outside of Map 1-21 needs to be carefully considered, to tie in correctly.

Land acquired by CPO will result in traffic being closer to resident's property, the removal of some driveways, removal of off-street parking facilities and an increase in the danger for locals.

There are many primary and secondary schools within this area. The reduced footpath space and shared surfaces will put children at risk.

Retain bus route through Howth Road.

Influx of extra traffic rat running other estates and residential roads, loss of security and safety for children.

Segregate cyclists by a physical kerb/buffer.

Desire lines not considered for cyclists and pedestrians.

Many requests for remedial works such as: new front walls, triple-glazed window, new front door, driveway to be re-laid, sufficient internal and/or external insulation to eliminate noise pollution, new roofing tiles.

All left turn slip lanes should be removed as they are not compliant with DMURS or NCM.

Right hand turns for cars should be removed unless there is proper space and facilities provided for cyclists. Cars cross a vehicle lane, a bus lane and can drive straight across a cyclist who is completely blocked from view.

Bus lanes should be segregated by a kerb.

Too many bus stops, every 400m is not necessary.

Bus lanes should be 24 hour to work effectively; private cars and taxis occupying bus lanes.

As a QBC already exists along Malahide Road, the reason for slow journeys is due to the bus stopping so frequently. A guiding principle for the new system should be to think of each bus as queue of 100 cars. 100 bus passengers should get the same priority as 100 single occupancy vehicles, 100 cars not progressing through a junction or being obstructed is a clear indication of an ineffectual road network.

The bus lane over the 16km route breaks approx. 70 times for left turning traffic. The bus lane is broken on average once every 230m, Bus lane should be continuous through traffic lights with separate bus traffic signals like the Luas. Cars should only cross bus lanes when there is a clear path and, in a manner, not obstructing the bus, similar to how cars make right hand turns.

Parking on bicycle lanes should be more strictly enforced than present as it represents a serious hazard for cyclists – pulling in/out, opening doors, children etc.

There is only 560m of Primary Cycle Route 1C not covered by this Core Bus Corridor project. 315m of that is within DCC area and remainder in Fingal. This is an opportunity for the NTA to include the full proposed cycle route 1C within this project.

**APPENDIX B**  
**SUMMARY OF ISSUES RAISED, BY TOPIC**

## Accessibility/ Traffic Impact

- Removal of bus from Howth Road would require two buses into town now.
- Issue of bus times not aligning, meaning long wait periods.
- Capacity issues a concern
- Concern about loss of bus route in Raheny and having to take 2 buses into the city centre.
- Concern that bus route doesn't go the whole way to the city centre.
- Concern that journey time to city centre by bus will not reduce, therefore land take is not worth it.
- Bus stop locations and frequency should be revised; this will ensure greater efficiency of the bus service but also allow for greater consideration of the preferred bus stop bypass design for safety of all commuters.
- Increase in volume of cyclists moving both ways along with cars (both ways) on a very congested road may cause traffic issues on Haverty Road, Brian Road and Carlton Road.
- If cycle traffic is being diverted down Haverty Road (Clongriffin to City Centre), they will have to cross major traffic at Marino Mart junction, potentially increasing already large volume of traffic that take an illegal right turn from Marino Mart onto Haverty Road (2)
- With the proposed additional pedestrian and cycle traffic lights on Fairview Strand and Marino Mart (the Clontarf to Amien St Cycleway plan), this will only serve to increase the vehicles that make this illegal right turn to avoid the traffic. In addition, the plan to reroute all cycle traffic onto Haverty Road, Carleton Road and Brian Road, may compound the traffic problems.
- Proposed designated cycleway through Haverty Road, Carleton Road and Brian Road in Marino is already being used as a rat run (to escape the traffic lights at the junction of Fairview and Malahide Road). These roads are narrow and have existing traffic problems particularly at peak times.
- Reduction of already narrow roadway to accommodate cycle lane in Marino may cause increased traffic in the area.
- Existing increase of traffic through Marino Estate at 30 km/h speeds may be increased due to proposed works. With problem areas at Haverty Road, Brian Road, St.Aidans Park Avenue and Carlton Road.
- Proposed relocation of Bus stop closer to Killester Avenue; the pedestrian facilities at the junction is hindered by new stop location. This location may block sightlines for cars exiting the property it is in front of.
- Proposal of relocation of bus stop at Daniele Road Artane make distance between stops 600m, which is above the 400 m average.
- Left hand turn at Fairview is simply too small to turn into two lanes and currently causes significant delays in Fairview.
- Revised road access at 1-3 Malahide Road Coolock, has narrower corner radii which could cause issue as HGVs use this access. Greater priority to pedestrians and cyclists, but restrictions for HGVs may impact traffic.
- Removal of left hand turn from Collins Avenue onto the Malahide Road meaning that vehicles travelling from the Killester Area will no longer be able to turn directly towards

the city on the Malahide Road. This will make it more difficult for the local community to access the supermarket in Killester.

- Box/pocket and hook turns should be implemented on all sides of the junction of Main Street and Hole In The Wall Road, at the junction of Malahide Road and Greencastle Road, at the junction of Killester Avenue and Malahide Road and at Clare Hall Avenue and the Malahide Road
- A jug-handle turn should be provided for cyclists on the continuous side of the Malahide Rd/Kilmore Rd junction and at the junction of Malahide Rd and Elm Mount Rd, similar to the one provided at the junction of Main Road and Castletymon Rd in Tallaght.
- Malahide Road is currently used by people wishing to avoid toll at the Port Tunnel. This traffic tends to use the bus lane illegally without penalty.
- Currently signage on Haverty Road indicating that there is No Right-Hand Turn for motor traffic but for Cyclists Only problem is that this “No Right Turn” is ignored by motor traffic and over 90 motor vehicles per hour take this turn (at the same time as cyclists) in peak evening time.
- Concern that no study has been conducted off the impact of the new traffic layout in Fairview will have on Marino has not been conducted, nor does it appear that anything is planned in this regard.
- Query whether traffic impact study has been done for the route and what other alternatives have been considered.
- In regards to bus stop near Killester Avenue, this seems very close to the junction at Killester Avenue and St Davids Woods. There is a pedestrian crossing directly after the traffic lights, concern about how buses can pull in for passengers when two sets of lights are so close to the stop.
- Cancellation of the 27A bus route is also a problem because of the lack of frequency of its replacement the 279. This needs to be 10 mins max in the morning /evening rush hour. This plan seems to be designed for those further down the line e.g. Clongriffin. How can you guarantee that there will be space on the bus for those people who need to join the CBC1.
- Design at Clongriffin Dart station is flawed. That Irish Rail routes that stop there are at full capacity.
- At the junction of Main Street and Park Avenue the cycle lane stops, and the cyclists are expected to go onto the Bus Lane. This will not happen, and they will continue to use the footpath. This is what happens at present and no amount of campaigns is going to change that.
- Concern about amount of traffic driving in bus lanes.
- Concern about how frequent stops are, they should be reduced.
- It is imperative that the traffic signal timings at the junctions along CBC routes are amended to prioritise sustainable modes. At present, the wait times are not helpful to pedestrians who must wait significant durations to use the facilities, resulting in extreme pedestrian wait times and, on occasion, high risk crossing movements by pedestrians.

## Driver and Pedestrian Safety

- Malahide Road is very busy and congested as it is and to propose to widen it and make it even more active, with zero thought to traffic calming measures could lead to potential accidents. Bus lane already runs in front of private residences which is dangerous.
- Haverty Road and Carleton Road are narrow roads; most of the motorists using the roads as a rat run are also breaking the 30kph speed limit, on roads not designed for heavy car use. This causes real risk for cyclists and pedestrians.
- Development at Marino Mart and inclusion of a bike and pedestrian crossing of Marino Mart may increase the incentive to drive through Haverty Road and Carleton Road, which is noted above as being dangerous.
- Current and proposed designated cycle route may represent a danger to children in Marino (Haverty Road), other residents and cyclists as cars currently choosing this 'rat run' appear to accelerate through these streets in an effort to beat the traffic on the Malahide Road, causing it to be more dangerous.
- Width reduction of footpath at bus stop proposed at stop near Killester Avenue is a concern.
- Reduction in footpath width on both sides of Malahide Road brings pedestrians, particularly school children closer to cyclists.
- Revised junction proposal at 1-3 Malahide Road Coolock would also appear to provide for (or not restrict) right-turn movements out of the site. Arising from the proposed layout, vehicles attempting to make such a manoeuvre could represent a risk to traffic safety on Malahide Road.
- Plan will put homeowners along scheme at risk of collisions with vehicles, pedestrians and cyclists.
- Concerns that the road is already extremely busy, and the buses close enough to the house without them being any closer on Malahide Road
- Concern about footpath narrowing by Artane Cottages on Malahide Road. Already narrow. Resident had barriers erected for protection due to frequent accidents on road and damage done to property from one of these. Narrowing the footpath will also make it less safe for children in what is a 'rejuvenation area'. The existing footpath is approx 3m wide and is used constantly as informal carparking with a narrow remaining zone for pedestrians along the external wall of the cottages
- Survey should be completed to ensure that both residents and road users in Marino cyclist diversion will have a safe environment to live in and travel through.
- Designs for bus islands are dangerous and contrary to DMURS and Trinity Haus standards.
- Design of junctions in Map 3, 6, 7 & 8 are badly designed and dangerous to use particularly by people with disabilities.
- Concern over multi stage pedestrian crossings, this prioritises cars and expects pedestrians to wait. This goes against DMURS: "Where staggered/staged crossings currently exist they should be removed as part of any major upgrade works".
- The junction of Malahide Road with Collins Avenue will be widened, and a new left turn feeder lane will be installed onto Collins Avenue. This will create a much wider

and more traffic dominated Malahide Road and is hardly conducive to a healthy neighbourhood. Houses fronting Malahide Road already suffer from high levels of traffic. The street is already hostile for children and older people crossing the street.

- Articulated trucks having to use the sharp bend at Malahide Road and St. Aidan's Park as a default route when the Port Tunnel is closed.

### Cyclist Related Safety

- Cyclists needing to cross 4 lanes of traffic from Clongriffin into town onto Brian Road and from Haverty Road to join the city centre cycle scheme
- 7 of 30 locations where there are no bus stop bypasses.
- Cyclists need a continuous cycle track without any gaps and further segregation from motor vehicles.
- Cyclists need to be more fully segregated from motor traffic at junctions. Concern about these "orphaned cycle lanes"; banned in National Cycle Manual.
- Proposals include some junctions where cyclists are put between two lanes of traffic, this is dangerous. This design is banned in the National Cycling Manual.
- In Map 15 at Artane cottages proposal does not allow for a segregated cycle lane and is cutting across the bus stop. The stop could be moved further north by a few houses where the pavement is wider, to allow for same arrangement as at northbound stop.
- Roads are dark narrow residential roads. Cars park both sides of the road and very often delivery vehicles cannot access in particular Carleton Road. Safety concern for pedestrians and cyclists.
- Driving from St Aidan's Park Road to Carleton Road, it is impossible to see traffic that might be coming down Carleton Road, due to cars/vans parking on the corners of St Aidan's park Road/Carleton Road Junction illegally, causing an obstruction. Cyclists being added will not help this. Also there have been many near misses with cars and cyclists here.
- Slight bend in the top of Carleton Road approaching the junction with Brian Road. There is also the problem of cars/vans being parked on both sides of the road, causing an obstruction and difficulty in seeing traffic approaching from St Declan's Road and Brian Road. Both these junctions currently have to be approached with great caution. This will also be extremely dangerous for cyclists.
- Redirection of cyclists on routes that are used as rat runs, particularly at peak times may cause accidents.
- There is a firm belief that cyclists will not redirect off Malahide Road in Marino.
- Cyclists currently use these roads [Brian Road, Carleton Road and Haverty Road] on outward journey from Marino Mart to Malahide Road. Surveys suggest about 100 cyclists per hour use this route between 4.30 and 6.30pm. Important that cyclists are not prohibited from using the bus lanes on this stretch of road in Marino.
- Haverty Road is currently an average roadway width of 4.85m, the National Cycle Manual Sets out the basic characteristics and principal design considerations for Mixed/Shared Street cycle lane design for roads less than 5.5m. Haverty Road does not meet these characteristics.



- Greater segregation needed at Collins Avenue/Malahide Rd junction, left turn lane poses risk
- Griffith Avenue/Malahide Road junction should be redesigned to incorporate safe and segregated cycling provisions.
- The junction of Clare Hall Avenue and the Malahide Road as designed will pose a major risk to cyclists, who should be segregated
- Cycling should be segregated at Casino Park/Malahide Road junction and at Greencastle Road and Malahide Road junction.
- Left turn lane poses a risk at Greencastle Road and Malahide Road junction and in Map 7.
- Various pedestrian crossings which cyclists will 'abuse' at locations such as in Map 3 & 6.
- Left slip lanes along the route should be removed as they are potentially dangerous. Some dangerous right hand turns to minor.
- Cycle lane disappears for sections of the route; where they are present should possibly include a grass verge between bus and cycle lane.
- In Map 3 On the side street heading towards the city there should be a raised table for pedestrian/cycle crossing.
- The cycle lane goes into the bus lane heading towards Clongriffin which is dangerous.
- Parking on bicycle lanes should be more strictly enforced than at present as it represents a serious hazard forcing bikes into traffic.
- Issue that the Marino cyclist diversion was not the most suitable design option and should not have been chosen.

### Environmental Sustainability

- Possible decrease in bus users, more cars on the road.
- Opinion that little effort has been made to improve the environment or reduce emission.
- Proposed widening of the road will cause an increase in traffic, which will have a significant increase in pollution, both noise and air emissions. Belief that this goes against current thinking within the EU directives.
- Effects of road widening along this route to accommodate higher frequency public transport & generally more efficient commuter traffic, is that home owners & small business operators along the route will have higher traffic noise & higher emissions pollution. Completely omits any proposals to ameliorate the negative health & wellbeing aspects as they affect home owners & business operators who will be adversely affected by the intensified traffic flows.
- Concern that there will be an increase in noise and air pollution.
- Noted that a significant number of trees and vegetation will be removed to facilitate the project. It is assumed that these will be replaced.
- Proposal in regards to the development of serviced low cost/free park and ride locations. These could provide EV charging facilities and secure bike storage.

- Request for planted verge (trees/shrubs) to reduce speed / noise and improve air quality.
- Planned left turning lane in Donnellycarney will also necessitate the removal of mature trees along Malahide Road. These are quite significant losses for this community which has no significant green space, no green verges on streets, a limited number of street trees etc. Are there plans to replace lost trees?
- Concern about sewage problems in property in Mornington Park. Manhole is located in garden and there are concerns about access if it ends up being in the road due to land take.
- Donnellycarney village environment is a concern.

#### Land use

- Change of road/ laneway to cycle lane causing concern (Brian Road, Marino), in respect of loss of parking and accessibility issues to residences
- Loss of 1 to 3 meters from residences along Malahide Road causing objection. This space is required to turn vehicles, park cars, and as a buffer from the busy road. Currently it is dangerous and difficult to get onto the road.
- Loss of gardens to create 'drive ins', in what is currently zoned as garden city status causing some upset (Brian Road, Marino).
- Loss of on street parking in Brian Road, Marino, on what is already narrow residential roads to facilitate cyclists.
- Loss of driveway in Mornington Park means not enough space to park cars.
- Residents can't afford to lose parking space on Malahide Road from either a practical or financial point of view. Resident works a job that doesn't allow them to use public transport.
- Objection to the removal of the Artane Roundabout which has been a landmark for over 60 years.
- Rationale for land take from Griffith Avenue to Fairview is unclear as there are no plans for a dedicated cycle facility on this stretch.
- Slope of road a concern in Collins Avenue junction.
- Loss of parking frontage outside pharmacy in Donnellycarney.

#### Social Impact

- EU guidelines would not recommend 4 lanes of traffic as close to housing as per the proposal.
- Claim that it infringes on constitutional rights?
- Location of road widening so close to houses on Malahide Road will worsen already existing "shake" and noise from the road when traffic is in full flow.
- Concern about quality of life during and after works on Malahide Road.
- Of some of the houses affected by CPO, several are residences to disabled persons and/ or very young children, loss of land will impact parking and hamper mobility. This includes wheelchair users requiring space Malahide Road.
- Particular residence requests ramp and side exit in addition to adequate space for wheelchair user to board and alight pick up bus.
- One house on Malahide Road subject to CPO requires parking space for a family member who needs disability assistance.

- Query as to duration of works, impact of dirt and dust due to works and where parking will be facilitated at that time for those affected by CPO.
- Query whether all driveways will be reinstated the same, along with a request for shrub area and bin storage to be provided for those affected by CPO.
- Concern about loss of privacy due to CPO.
- Concern related to the nature of the roll-out, the fragmented approach and the apparent disregard for those to be affected in a long term and complicated process.
- Concern about lack of information available and clarity about the project to those who will be affected by works.
- Various requests for triple glazed windows, new doors (and new roof tiles and insulation in one residence) to negate effect of increased noise pollution.
- Bus stop at Malahide Road and St. Aidan's Park "will be used as a toilet".
- Particular residence requests ramp and side exit in addition to adequate space for wheelchair user to board and alight pick up bus.
- Ramp at front door of one residence is no longer required and can be removed.

### Heritage

- Impact of land take on listed properties' driveways and front gardens may impact aesthetics of the dwellings.
- Concern in regards to the impact of works on houses built circa 1850 on the Malahide Road.
- Concern that removing part of garden may affect foundation of Victorian house on Malahide Road.
- Concern about what will be done with the Donnellycarney memorial clock.
- The existing boundary between the Malahide Road and the green area at the junction of the Kilmore Road, and the boundary with Pinebrook Road and St David's Wood, is currently a heritage stone wall and milestone marker. Please review the boundary treatment proposed for this green area. Retention of this wall and the provision of high-quality mature planting and landscaping would be appropriate at this location.
- The current design at Thorndale Grove again indicates the removal of a heritage stone wall and potential impact on large mature trees on the green area at Thorndale Grove. There is also a significant level difference at this location between the existing Malahide Road carriageway and the green area behind the wall.

### Economy

- Loss of property value due to CPO, no compensation will recompense the decrease of value to property.
- Concern about expenditure on project considering loss of service to some areas.
- The proposals for Malahide Road in the vicinity of Donnellycarney Road and Casino Park/Cherrymount appear to show reduced car parking for the local shops and businesses here. This will greatly affect the viability of these shops. Pavement in front of these shops is also proposed to become quite narrow.
- Possible issue in selling property in the future due to proximity to CBC1.

### New ideas/ Suggestions

- Opportunity to tackle the already deadly dangerous rat run that currently haunts the residents of Haverty Road, likely to increase with this Bus Connects proposal.

- Connect “Clontarf to City Centre Cycle Scheme” to “Bus Connects” at Marino Mart, however only allowing cyclists coming from the city centre divert up Haverty Road and Carlton Road coming out at the Malahide Road.
- Remove the diverted Cycle route on Map 20 to Brian Road coming from Clongriffin, allow this single cycle lane to continue along the Malahide Road and connect into “Clontarf to City Centre Cycle Scheme”.
- Proposal that Haverty Road be turned into a Cul De Sac at St Joseph's School, Marino Mart. This has massive support amongst the community. An alternative would be to make Carleton Road and Haverty Road one way for cars towards St Joseph's school with a contra flow bicycle only lane to facilitate plans. Could be done by placing bollards on Haverty Road. This has also been opposed with the inclusion of a petition with 4 pages of signatures.
- Provide traffic calming measures on Malahide Road.
- Establishment a "Virtual Bus Lane" like what we see on Dublin City Quay's where using lights could give Buses right of way to maximise the current Bus Lanes.
- In regards to bus stop near Killester Avenue: should be closer to Killester Avenue and the pedestrian facilities at the junction.
- No consideration has been given to Fairview Park as a Transport Hub: direct access to airport Tunnel, surface excavation would allow cheap connection to Airport, Direct Connection to Dart.
- Option of using Howth Road from Artane roundabout to Fairview for Cars needs to be considered thus giving a priority lane to buses and push bikes down the Malahide Road.
- A roundabout at end of Malahide Road and Fairview Park could be developed with a small encroachment on the park.
- New suggested stop at Kilmore Road in both directions.
- Clongriffin already has a Dart Service, if there are not enough carriages to meet capacity then more carriages should be added to meet this demand and a more frequent service. This improvement to DART services should be implemented instead.
- A filter light for bus traffic to allow buses priority to move into main traffic should be implemented at the Kilmore Road Junction, as has been successfully done on the quays in the city centre.
- Proposal to use land opposite Artane Cottages to extend the road instead of reducing their footpath. It is an obsolete piece of land used for of illegal dumping.
- Charge for parking in Marino estate to dissuade people parking them here and leaving them to use public transport. There is an understanding that local businesses need convenient parking for their customers.
- Alternative route for both directions of cycle route would be Fairview Avenue, Marino Park and Brian Road to its junction with Malahide Road. This would be using wider roads, and Fairview Avenue Lower. has a less settled, less mature population who tend to be younger and living in apartments
- Bus from North Side to the Airport.
- Journey will take too long into the city, staged stops should be introduced.
- Retain a direct route from Malahide/Howth via Howth Road to the City Centre.
- Penalise cyclists found cycling in the bus lane where there are other designated cycle lanes.
- Keep the cycle lane to the left and segregated - by a kerb. Cyclists can then be safe and if turning right can proceed across the junction and wait at the light there to make the turn. This is how it is done in Copenhagen.

- Lack of a dedicated bus lane northbound on the Malahide Road after Fairview caused major delays. The lack of space obviously reduces the options so why not ban car traffic turning left from Fairview on to the Malahide Road. This traffic would go left onto the Howth Road and then left again onto Copeland Avenue to re-join the Malahide Road. (Copeland Avenue would need to be one way).
- Clear open, inclusive and transparent communication is essential at all stage. I would suggest that local community liaison officers be appointed to ensure everyone is kept informed and their views and concerns communicated back to the relevant project managers. I would also suggest that a representative attend the local area council meetings at appropriate intervals to keep local representatives up to date and to allow for two-way communication.
- Residents affected by CPO should be given adequate compensation for their land and should also be offered, at no cost to them, the remodelling of their front gardens to accommodate their own vehicles, particularly though not exclusively, where their on-street parking facilities are being affected.
- Bus lanes are too full with other traffic, particularly taxis. This should be managed to ensure buses run as smoothly as possible.
- Recommendation that instead of the Marino diversion, a southbound cycle lane is continued for the full length of Malahide Road.
- Underpass should be considered at Artane roundabout and Collins Avenue junctions as a means of keeping east-west commuters moving.
- Pre-authorisation (payment) at busy bus stops should be considered as essential (either by smartphone app or terminal like Luas) to reduce delays with large amounts of people boarding at the same time.
- Increase bus priority at junctions such as traffic light sequencing should favouring bus progression and having bus lanes be continuous through junctions (Cars should only cross bus lanes when there is a clear path and in a manner not obstructing the bus).
- At Thorndale Grove there is a large open area on the eastern side of the road, at the same level of the roadway which would be a better option than current plan.
- Proposed disk parking on Carlemont Road.



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[www.busconnects.ie](http://www.busconnects.ie)



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