

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

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1 Executive Summary

1.1 Aim and Objectives of the Scheme

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

The objectives are to:

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

1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the 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 National Transport Authority (NTA) said:

“The BusConnects Core Bus Corridor Projects is at the heart of the NTA’s efforts to improve transport services across our capital city. By providing continuous bus priority and much improved and safer options to walk and cycle within the city, we can incentivise more people to sustainable transport modes.

Enhancing transport infrastructure has become all the more important as an ever-growing number of people choose to walk or cycle within the city over recent months. These shifts in travel patterns are likely to have a long-lasting impact. Buses will continue to be the most important mass public transport mode for our cities. Through the rollout of the sixteen Core Bus Corridors, we can put in place a long-term solution to meet the evolving travel needs of the public. Modern cycling infrastructure will provide new options for families within communities throughout Dublin to cycle safely. Although COVID-19 has meant we are unable to roll-out in-person information events, I would encourage the people of Dublin to visit our virtual consultation rooms and share their views on the revised proposals in the coming weeks.”

The following 16 CBCs form part of the BusConnects CBC Infrastructure works:

- Clongriffin to City Centre Core Bus Corridor;
- Swords to City Centre Core Bus Corridor;
- Ballymun to City Centre Core Bus Corridor;
- Finglas to Phibsborough Core Bus Corridor;
- **Blanchardstown to City Centre Core Bus Corridor;**
- Lucan to City Centre Core Bus Corridor;
- Liffey Valley to City Centre Core Bus Corridor;
- Clondalkin to Drimnagh Core Bus Corridor;
- Greenhills to City Centre Core Bus Corridor;
- Tallaght to Terenure Core Bus Corridor;
- Kimmage to City Centre Core Bus Corridor;
- Rathfarnham to City Centre Core Bus Corridor;
- Bray to City Centre Core Bus Corridor;
- UCD Ballsbridge to City Centre Core Bus Corridor;
- Blackrock to Merrion Core Bus Corridor; and
- Ringsend to City Centre Core Bus Corridor.

The location of each of the CBCs are indicated in **Figure 1**.

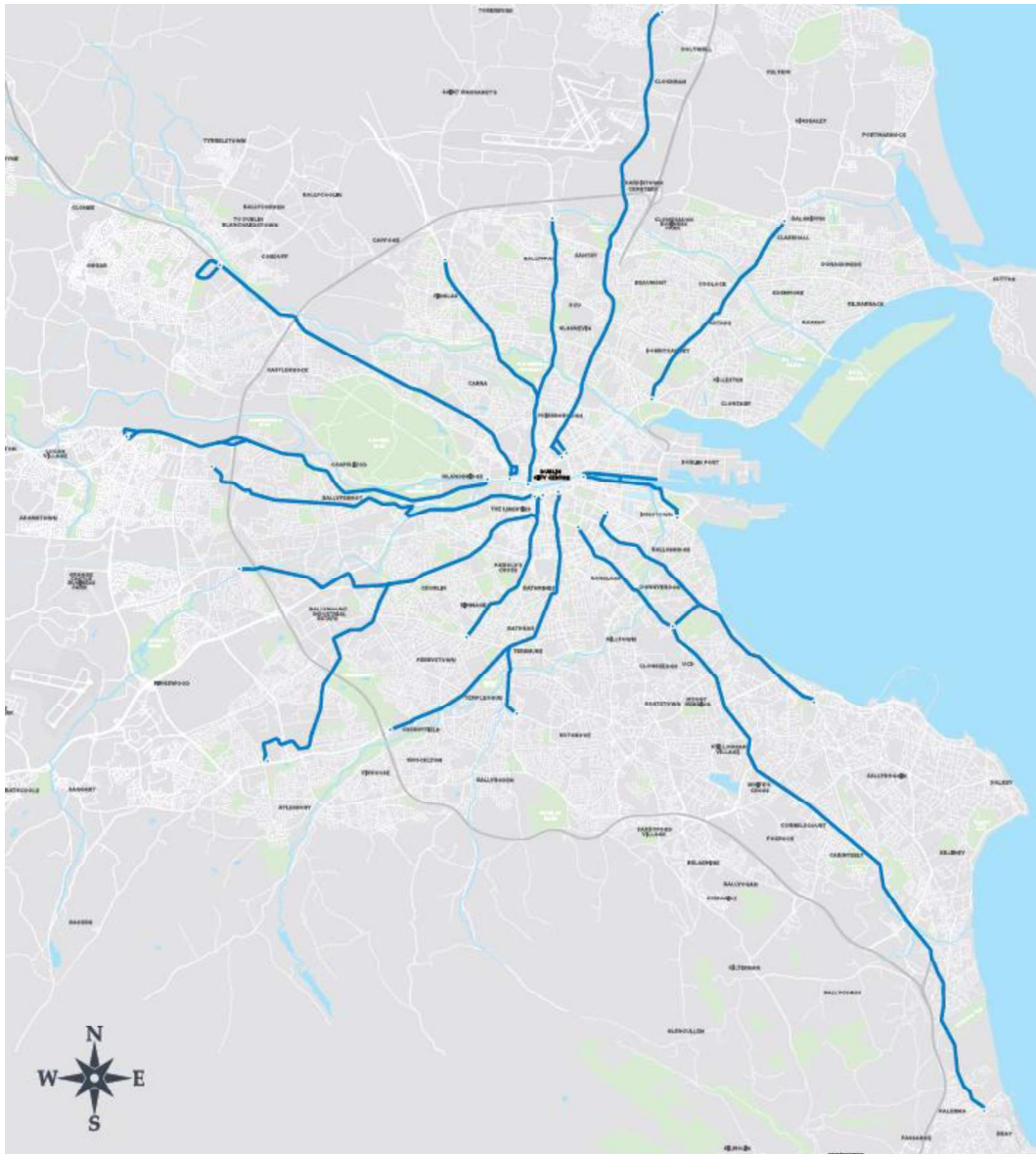


Figure 1: Core Bus Corridors

1.3 First Public Consultation

The first round of non-statutory public consultations on the Emerging Preferred Route (EPR) for the CBC ran from 14 November 2018 to 29 March 2019, and the output from these consultations has contributed to 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.

A total of **542** submissions were received as part of the first consultation.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Traffic Issues associated with Proposed Traffic Management Measures
2. Removal of Trees
3. Inadequacies in Consultation Process
4. Reduction in Pedestrian Space
5. Rationalisation of Bus Services
6. Proposed Land Acquisition
7. Loss of Parking
8. Loss of Public Space
9. Cyclist Safety / Inadequate Provision for Cyclists
10. Vehicular Access to Property
11. Loss of Access to Local Amenities
12. Increased Air and Noise Pollution
13. Increased Anti-Social Behaviour

The First Public Consultation Submission Summary Report is available on the BusConnects website <https://busconnects.ie/initiatives/core-bus-corridor-background-information/consultation-submission-reports/>.

1.4 Second Public Consultation

The second round of non-statutory public consultation for the CBC took place from the 4 March 2020 to 17 April 2020 on the draft Preferred Route Option (PRO). The COVID-19 pandemic event became an issue in Ireland at the start of this period. In response to the Irish Government and National Public Health Emergency Team's guidelines in relation to the Covid-19 pandemic the majority of the planned public information events were postponed.

The consultation period remained open until 17 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, was made available on the BusConnects website (<https://busconnects.ie>) to view and download.

In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process. A number of community forums, meetings with resident groups, and one-to-one meetings were also held as part of the process prior to the COVID-19 restrictions being imposed.

A total of **49** submissions were received as part of the second consultation. These submissions are expanded upon in Section 2 of this report.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Traffic issues associated with proposed traffic management measures;
2. Pedestrian safety;
3. Cyclist safety;
4. Loss of access to local amenities;
5. Removal of trees;
6. Supportive of scheme;
7. Increased air and noise pollution;
8. Inadequacies in consultation process;
9. Loss of parking;
10. Need for scheme;
11. Proposed land acquisition; and
12. Location of Bus stops

1.5 Third Public Consultation

The third round of non-statutory public consultation for the CBC took place from the 4 November 2020 to 16 December 2020 on the updated draft PRO. With the continuing impact of the COVID-19 pandemic and associated Government restrictions, the third non-statutory public consultation was held virtually. Virtual consultation rooms for each CBC were developed and published. Along with offering a call back facility, these rooms provided a description of each Preferred Route from start to finish with supporting maps. They included information of all revisions made, if any, since the previous rounds of non-statutory public consultation, as well as other supporting documents.

The consultation period remained open until 16 December 2020 and submissions were accepted by email, through the virtual consultation rooms or by post. All relevant information, including the updated Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process.

A total of **534** submissions were received as part of the third consultation. The breakdown of these submissions is expanded upon in Section 3 of this report.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Traffic issues associated with proposed traffic management measures;
2. Pedestrian safety;
3. Cyclist safety;
4. Loss of access to local amenities;
5. Removal of trees;

6. Supportive of scheme;
7. Increased air and noise pollution;
8. Insufficient consultation of the scheme;
9. Loss of parking;
10. Need for scheme;
11. Proposed land acquisition; and
12. Location of bus stops

1.6 Summary of Public Consultations

Overall, throughout the three Public Consultation events, the NTA received **1125** submissions for the Blanchardstown to City Centre CBC.

Table 1 breaks down the topics that were discussed in these comments.

Table 1: Themes and frequency associated with public consultation comments

Theme	Frequency of Comments Public Consultation 1	Frequency of Comments Public Consultation 2	Frequency of Comments Public Consultation 3
Accessibility/ Traffic Impact	542 comments	44 comments	311 comments
Integration / Bus Network	292 comments	14 comments	113 comments
Land Acquisition	256 comments	6 comments	46 comments
Safety	252 comments	33 comments	315 comments
Environmental Issues	206 comments	19 comments	258 comments
Social Impact	151 comments	21 comments	117 comments
Economy / Impact on Local Business	55 comments	11 comments	27 comments
Heritage	34 comments	5 comments	23 comments

Further comments were received from community forums and residents' meetings where issues raised were taken into account during the development of the design.

2 **Second Public Consultation (Mar-Apr 2020)**

2.1 **Overview**

Following the first non-statutory public consultation on the EPR, the development of a Preferred Route Option (PRO) commenced. The second non-statutory public consultation on the CBC, on the draft PRO, ran between 4 March 2020 and 17 April 2020.

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

- All public information events were postponed. This included the planned event relating to the CBC, which was to be held in the Crowne Plaza on Wednesday 18 March 2020 from 11:30am to 7:30pm;
- The public consultation remained open, and submissions could be made by email and by post;
- All 16 PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any queries and questions regarding the proposals could be emailed to the BusConnects team.

Property owners potentially affected by the proposals were notified by post and a one-to-one meeting was offered in each case. Following the implementation of the COVID-19 guidelines, one-to-one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings. A number of meetings with resident groups and one-to-one meetings were also held as part of the process prior to the COVID-19 restrictions being imposed.

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

2.2 **Information Provided in Public Consultation**

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

The CBC Information Brochure was available for downloading from the National Transport Authority's (NTA's) BusConnects website (<https://busconnects.ie>), and hard copies could be sent by post on request, or for pickup at the NTA Office reception. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Public Consultation documentation provided information about the process and investigations carried out as part of the BusConnects CBC Infrastructure Works. 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:

- BusConnects Dublin Core Bus Corridor Projects, Corridor 5 – Blanchardstown to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Blanchardstown Town Centre to the Liffey Quays (Ellis Quay) CBC Route Options Assessment Report including Appendices;
- Appendix A – Multi Criteria Analysis Tables;
- Blanchardstown Interchange Hub – Options Assessment Report;
- Concept Scheme Drawings for the EPR; and
- Concept Scheme Drawings for the Draft PRO.

2.3 Approach to Assessing the Submission

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received 49 submissions for the Blanchardstown to City Centre PRO, from 4 March 2020 until 17 April 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA. No petitions with multiple signatures were received.

All submissions, including notes from meetings with impacted landowners and stakeholders, were entered into a database and assessed.

2.4 Analysis of Issues Raised by Section

Blanchardstown to City Centre CBC was divided into four sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The four sections were;

- Section 1: Blanchardstown to the M50 (East);
- Section 2: The M50 (East) to Ashtown Road / Navan Road Roundabout;
- Section 3: Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road); and
- Section 4: Ratoath Road Junction – R147 (Navan Road) to Arran Quay.

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



Figure 2: Blanchardstown to City Centre Core Bus Corridor Map.

The section attracting the most comments (45%) was Section 4 ‘Ratoath Road Junction – R147 (Navan Road) to Arran Quay’, which runs through the village of Stoneybatter. The ‘Entire Scheme’ received the next most submissions, accounting for 31% of the total submissions. Section 3 ‘Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road)’ which runs along the Navan Road, accounted for a further 12% of the submissions. Section 1 ‘Blanchardstown to the M50 (East)’ accounted for 8% of submissions and Section 2 ‘The M50 (East) to Ashtown Road / Navan Road Roundabout’ received 4% of submissions. The distribution of submissions, across the various sections of the scheme are noted in **Figure 3** and **Table 2**.

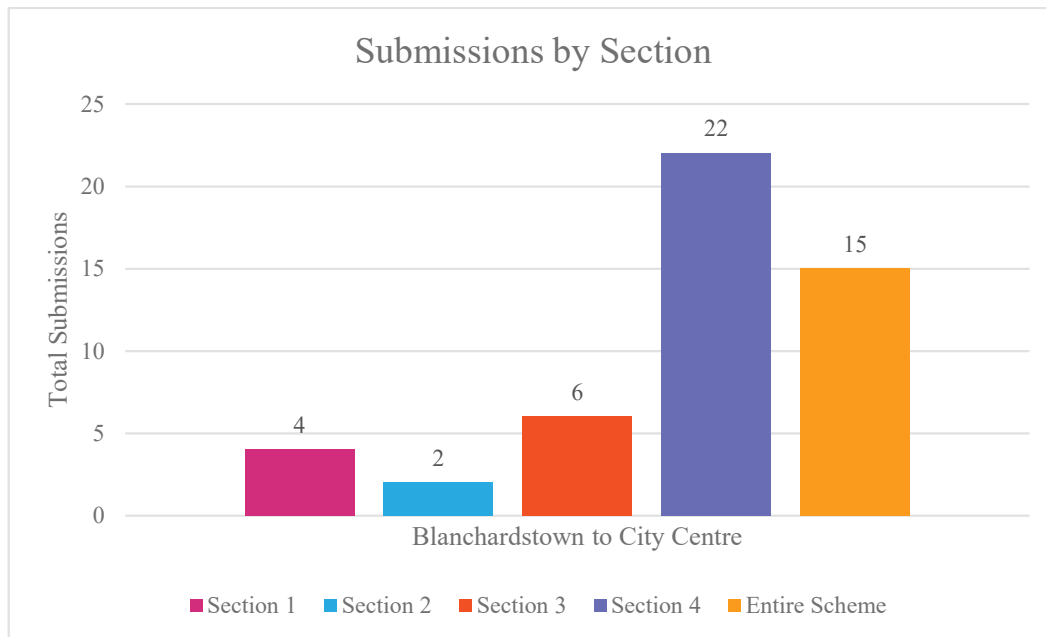


Figure 3: Distribution of Submissions per Section of the Blanchardstown to City Centre CBC.

Table 2: Number of Submissions per Section of the Blanchardstown to City Centre CBC.

Section	Number of Comments	Percentage
1: Blanchardstown to the M50 (East)	4	8%
2: The M50 (East) to Ashtown Road / Navan Road Roundabout	2	4%
3: Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road)	6	12%
4: Ratoath Road Junction – R147 (Navan Road) Junction to Arran Quay	22	45%
The Entire Scheme	15	31%
Total Assessed	49	100%

2.5 Profile of Those Making Submissions:

Of the submissions received:

- 39% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;
- 8% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;
- 12% were from interested parties, including commuters and residents who do not live in the study area but have an interest in the scheme;
- 18% were from representative bodies or associations, and mainly address community-focused issues;

- 12% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme;
- 6% were from public bodies, addressing infrastructure issues. These submissions were sent on behalf of Fingal County Council, Dublin City Council and Dublin Bus; and
- 4% (2 submissions) were from politicians, addressing issues in the study area.

2.6 Themes Raised in the Submissions

All 49 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes are listed below in **Table 3**. Further information on specific issues raised within the submissions is provided in the following sections. Appendix A contains an in-depth listing of the various issues raised in each section.

Table 3: Frequency of Themes raised in the Submissions.

Theme	Frequency of Comments
Accessibility/ Traffic Impact	44 comments
Integration / Bus Network	14 comments
Land Acquisition	6 comments
Safety	33 comments
Environmental Issues	19 comments
Social Impact	21 comments
Economy / Impact on Local Business	11 comments
Heritage	5 comments

2.7 Summary of the Main Issues Raised

This section identifies the key issues raised in the second public consultation process. The NTA have established the validity of the concerns, the potential consequences for the CBC scheme, and have determined 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 CBC scheme are as follows:

1. Traffic issues associated with proposed traffic management measures;
2. Pedestrian safety;
3. Cyclist safety;
4. Loss of access to local amenities;
5. Removal of trees;

6. Supportive of scheme;
7. Increased air and noise pollution;
8. Insufficient consultation of the scheme;
9. Loss of parking;
10. Need for scheme;
11. Proposed land acquisition; and
12. Location of Bus Stops

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

Issue 1: Traffic issues associated with proposed traffic management measures

Residents are concerned that the proposed traffic management restrictions, in particular through Stoneybatter and along Old Cabra Road, may cause increased levels of traffic on residential roads as well as creating congestion elsewhere on the road network. There are also concerns that traffic management measures would potentially restrict local access for residents. The main concerns raised under this topic are:

- Increased traffic along Blackhorse Avenue which may become an alternative route into and out of the city for traffic currently travelling through Stoneybatter. Residents are concerned that this road is not suitable as a main arterial route out of the city centre;
- Increased traffic along various residential roads including Kirwan Street, Charleville Road, Skreen Road, Nephin Road, Baggot Road and Oxmantown Road caused by traffic using alternative routes into and out of the city. Many residents are concerned that these residential roads were not built for elevated traffic levels. Concerns are raised over the safety of residents on these residential roads as well as the potential negative impact on air quality and their quality of life;
- Reduction of access to local amenities and services in the area, particularly for vulnerable road users who might need to access local amenities and services by car; and
- Traffic congestion in Phibsborough and surrounding areas, as a result of re-routed traffic. There are concerns that prohibiting traffic along the bus corridor may move the congestion problems and might create a 'bottleneck' on other roads, rather than solving the issue.

NTA Response to Issue 1

A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities would facilitate a modal shift for the corridor, and reduce through commuter traffic.

The traffic re-distribution impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the transport modelling investigations, with appropriate treatment and/or mitigation measures provided where necessary to address concerns regarding through traffic re-routing to side roads. Key measures included in the Proposed Scheme include:

- The junction of North Circular Road/Cabra Road at St Peter's Church is proposed to be modified to allow right turns from Cabra Road to North Circular Road and left turns from North Circular Road onto Cabra Road; this would enable Cabra Road and the North Circular Road to be used as an alternative route for local traffic presently using Old Cabra Road.
- The EPR junction layout at North Circular Road / Prussia Street / Old Cabra Road is proposed to be revised to enable local traffic access from Prussia Street to Old Cabra Road. Two-way local access along the Old Cabra Road from the North Circular Road as far as the railway overbridge would not be affected under the proposals.
- St Joseph's Road would be modified to include a one-way section (in an eastbound direction) at its eastern end (i.e. exit only to Prussia Street) to avoid traffic using this street as a short-cut route.
- The layout and location of the proposed bus gate at the junction of Manor Street / Prussia Street with Aughrim Street would effectively limit Prussia Street to local access traffic; it would also remove general through-traffic southbound from Aughrim Street and Manor Street. A turning ban from the North Circular Road onto Oxmantown Road is proposed to be introduced to restrict use of this route to bypass the proposed bus gate on Prussia Street. Signal control of the Manor Place / Kirwan Street / Manor Street junction would also be introduced to enable traffic movements along these side streets to be limited.
- It is proposed that northbound general traffic wishing to progress onto Manor Street to turn right onto King Street North (which will remain one-way eastbound), and then turn left onto George's Lane to travel westbound along Brunswick Street North.
- This proposal also allows for a northbound bus priority signal at the Stoneybatter/Brunswick Street North junction. This measure along with a northbound bus gate at Manor Street/Aughrim Street junction will

discourage any northbound through-traffic, whilst maintaining local access.

The NTA has been in communication with various residents' groups throughout the consultation period about possible traffic management strategies that may be devised to suit local residents' needs. These areas include Annamoe Road, Avondale Road, Charleville Road, Monck Place, and Kirwan Street. Local residents have been listened to and collaborated with in the design development of the CBC.

Kirwan Street would remain a one-way street under the latest traffic management plan and has a right-turn ban proposed onto Manor Street, which combined with the closure of Grangegorman Upper / Lower to through traffic, would ensure general traffic is not increased on Kirwan Street.

Charleville Road and Annamoe Road would have a one-way only section implemented at their southern ends, thus minimising their attractiveness and use as a cut-through route by non-local traffic.

Monck Place and Phibsborough (Avondale Avenue) would both have one-way sections on to Phibsborough Road, minimising their use by general traffic as a cut-through route. There would also be right-turn bans implemented on these roads for traffic travelling to Phibsborough Road, which will further limit their attractiveness to through-traffic.

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

Issue 2: Pedestrian safety

Local residents, private groups and public bodies are concerned about pedestrian safety particularly on Navan Road, Prussia Street and Manor Street, due to reductions in footpath width and potential increases in traffic volumes and speeds along these roads.

Residents are concerned about the safety of vulnerable pedestrians (such as elderly, children, wheelchair users, buggy users, those with physical and mental disabilities) along the bus corridor route, and along local residential roads. Many raised concerns about reductions in footpath widths on Navan Road, Old Cabra Road and in Stoneybatter. Residents are concerned that changing the road cross section, including an overall widened road surface, could result in difficulties crossing the road. Regular crossings, non-staggered crossings and raised table junctions are requested to improve pedestrian safety.

Residents are also concerned about the safety of pedestrians, and vulnerable road users at shared spaces, such as at pedestrian crossings and at bus stops. With regards to shared spaces at crossings, many requested controlled crossings for both pedestrians and cyclists, such as Toucan Crossings. Residents and local

groups are concerned about the shared spaces at bus stops for pedestrians, and vulnerable road users. Some submissions request island or bypass bus stops be implemented; however, others suggest these are dangerous for vulnerable road users and request prioritisation of vulnerable road users at bus stops.

A large number of submissions have been received from local residents in the Auburn Avenue area expressing concern for the safety of pedestrians, children in particular, accessing St Brigid's GAA club in the event that the existing tree line between the Old Navan Road / Castleknock Manor and the Navan Road is removed.

Numerous submissions note that the BusConnects scheme is a perfect opportunity to prioritise pedestrians along the route and feel that this opportunity has not been exploited.

NTA response to Issue 2

In response to issue raised, a number of sections along the route have been amended as part of the PRO to provide enhanced provision for pedestrians and vulnerable road users. Key design development changes are:

- The majority of junctions on the route would be modified to allow for separate cyclist and pedestrian crossings, however shared spaces would still be used where suitable separate facilities cannot be achieved;
- At the junction of Aughrim Street and Manor Street, improved pedestrian footpaths and crossings have been incorporated in a holistic urban realm scheme in the heart of Stoneybatter;
- Manor Street has signalised crossings incorporated into a new signal-controlled junction at Kirwan Street / Manor Place; and
- At the eastern side of George's Lane, it is now proposed to retain existing public space.

Along the Navan Road, the revised road layout means that footpaths would always be located on the outer edge of the proposed cycle tracks, which would act as a buffer between pedestrians and motorised vehicles. Also, traffic modelling indicates that a reduction in general traffic on the corridor is forecast to occur with the implementation of the scheme.

Footpath widths along the proposed scheme have been designed to ensure an appropriate width to maximise pedestrian comfort and safety. In particular areas where busy pedestrian activity is expected, footpath widths have been widened, e.g. in Stoneybatter Village and areas in close proximity to the city centre, where public realm improvements are also proposed.

Speed limits along Old Cabra Road, Prussia Street, Manor Street and Stoneybatter would be reduced to 30 km/h, enhancing pedestrian safety.

A key upgrade in the PRO is that major signalised junctions are generally arranged as 'Protected style' layouts with better cyclist protection and pedestrian crossing facilities. For example, the signalisation of the junction of Blanchardstown Road South and Blakestown Way has been further improved by realigning cycle and pedestrian crossings.

In the PRO, island bus stop layouts have also been incorporated as the preferred arrangement for bus stops where they interact with a cycle track where space is available. Where space is constrained, cycle movement through bus stop locations would be managed through the provision of signage and markings, tactile paving and alignment changes to the cycle track.

Apart from some localised trees being impacted, the tree line between the Navan Road and Castleknock Manor would not be removed, and Castleknock Manor would be designated as a "Quiet Street" allowing for safer movement of pedestrians and cyclists in this area.

The design has been undertaken in accordance with relevant design standards.

Issue 3: Cyclist safety

Concerns are expressed about cyclist safety along the route, particularly at junctions, where the cycle tracks are not continuous along the scheme, and at bus stops where pedestrians and passing cyclists conflict. Some submissions requested that connections be made with other cycle routes.

Cyclist safety at junctions is raised as a major concern at the N3 / M50 Junction, at Ashtown Road / Navan Road roundabout, and at the Prussia Street / North Circular Road junction. In particular, it is requested that junctions be designed with protected junction cycle facilities.

Residents also raised concerns for cyclist safety at the junction between the Navan Road, Ratoath Road, Cabra Road and Old Cabra Road, and requested this junction design be reassessed. A number of residents in the Auburn Avenue area, in particular, identified the Old Navan Road as a safe alternative route for cyclists.

Residents requested that cycle tracks be designed continuously along the route, with grade differences between the cycle track, traffic lanes, and footpaths. Along Prussia Street, residents are concerned that cycle tracks are not continuous.

Residents requested that bus stops be designed as bypasses or island bus stops where possible, clearly segregating cycle tracks, footpaths and laydown areas.

Several submissions requested that the scheme cycle tracks be connected to other cycle routes, such as the Tolka Greenway, the Royal Canal Greenway, and cycle tracks in Phoenix Park. Cyclists also requested that cycle tracks be connected to other CBCs, in order to provide a complete network system for cyclists.

An interested party and a private group requested that continuous cycle tracks be provided from the Snugborough Junction to Auburn Avenue.

NTA Response to Issue 3

In response to issues raised, a number of sections along the route were amended as part of the PRO to provide enhanced provision for cyclists. Key design development changes are:

- Cyclists would proceed along the ‘Quiet Street’ cycle route on Castleknock Manor as opposed to alongside the R147 Navan Road, with Auburn Avenue roundabout redesigned to provide better integration with the continuation of the Greater Dublin Area Cycle Network Route 4A to the west of Auburn Avenue. Route 4A also provides connectivity with the Royal Canal Greenway for safe access and cycle facilities on the north side of the N3. The proposed CBC scheme includes key elements of the GDA cycle network plan, which will continue to be implemented incrementally by local authorities supported by the NTA.
- Conversion of Ashtown Roundabout to a signalised crossroads junction; this would allow for safe crossing facilities for pedestrians and cyclists alike.
- Provision of dedicated one-way cycle tracks on each side of Old Cabra Road instead of providing a two-way track on one side.
- Re-arrangement of cycle tracks on Prussia Street, and introduction of a 30km/h speed limit, which would include a downhill section on Prussia Street where there is no space for a separate cycle track (and through traffic will be prohibited to ensure that cyclists have a comfortable environment).
- Provision of cycle tracks in both directions on Manor Street (instead of a one-way provision only in the EPR). Where this interacts with on-street car parking, it is proposed to run cycle tracks behind parking bays to address cycle safety.
- Provision of two one-way segregated cycle tracks on Brunswick Street North which would link to cycle tracks on Manor Street (to the north) and cycle tracks on George’s Lane and Queen Street (to the south).
- With respect to the junction between the Navan Road, Ratoath Road, Cabra Road and Old Cabra Road, the proposed diagonal cycle crossing would be given signal green-time at the same time as the bus movement from the Navan Road to the Old Cabra Road.
- A protected style junction to enhance the safety of cyclists at the Prussia Street / North Circular Road junction has been developed further during the design process.
- Many of the junction designs along the scheme, including along the Navan Road at Kempton Avenue, Ashtown Grove, Baggot Road, Nephin Road, Skreen Road and others have been updated to include separated cyclist and pedestrian crossings where possible, thus reducing the amount of pedestrian and cyclist conflict at these locations. Many ‘Protected

style' junctions have also had their layout amended so as to reduce conflict between motorists and cyclists, while flashing amber signals for vehicle left-turns would be in place at these junctions to give ahead-cyclists the right of way.

- The Queen Street two-way cycle track design has also been modified to provide an easier and more convenient route for cyclists in this area. The cycle track design has been relocated to the eastern side of Queen Street, which would result in less cyclist/motorist conflict at the junctions with King Street North and Blackhall Street. It would also allow cyclists to turn left on to Arran Quay with greater ease.
- Where sufficient space is available, island bus stops have been proposed, which would help to reduce the conflict between users departing the bus and cyclists.
- Shared landing areas are proposed where there is insufficient space to provide an island bus stop. The cycle track width would be reduced on the approach to slow cyclists and an island is proposed for bus users arriving and departing; this is to prevent bus users stepping directly into the cycle track.
- Cycle tracks would generally be grade separated from both the adjacent carriageways and footpaths.
- Auburn Avenue roundabout has been redesigned to provide better integration for cyclists travelling, between the 'Quiet Street' cycle route on Castleknock Manor and the continuation of the Greater Dublin Area Cycle Network Route 4 to the west of Auburn Avenue. This negates the need for a cycle track between Snugborough Road Junction and Auburn Avenue Junction along the N3, in addition to noting the challenges associated with realigning a section of the N3 to facilitate an additional 3 metres of cycle track, with an associated safety buffer, the higher speeds of vehicles and a lack of trip attractors along this section. There would also be safety concerns regarding encouraging cyclists on to the M50 Roundabout.

Issue 4: Loss of access to local amenities

Residents are concerned that pedestrians and motorists would be discouraged from accessing local amenities and services due to the lack of parking spaces, traffic management measures, changes to cross-section which reduces footpath width in some locations (with a particular reference to Stoneybatter), and potential increased traffic speeds and traffic volumes on side roads.

Residents, private groups and local businesses note that local businesses might be negatively impacted by reduced car access to the bus corridor.

NTA Response to Issue 4

Access to amenities by car would still be feasible; however, for some journeys, motorists may have to take new routes to continue to use their private vehicles to access these amenities. The PRO provides a balanced provision of access by bus, on foot, by bicycle, and by car – and with retention of on-street parking and loadings bays in Stoneybatter, with enhanced footpath widths and improved public realm.

A traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. This would also ensure that routes for traffic with local destinations are clearly defined.

A 30km/h speed limit is proposed along the CBC from Navan Road / Old Cabra Road junction to Blackhall Place.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 5: Removal of trees

Residents are generally supportive of the reduction in potential tree loss in the PRO, however there is continued concern about loss of trees, particularly at the Ashtown Road Roundabout, Navan Road and Manor Street. The concerns expressed relate mainly to aesthetics of the area and environmental concerns, including carbon absorption, biodiversity aspects, air quality and noise pollution. Many residents in the Castleknock area cited the removal of trees between the Navan Road and the Old Navan Road / Castleknock Manor as a safety issue. The rationale for this being that the existing trees provide a physical barrier to heavy traffic volumes on the Navan Road.

Residents are disappointed with the perceived lack of precise information available on the removal of trees along the bus corridor. Residents and local groups also requested further details be provided with regards to re-planting measures.

NTA Response to Issue 5

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.

A full planting scheme has been designed and would be included as part of the CBC works. The planting scheme would optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.

The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

The Ashtown roundabout would be reconfigured as a signalised junction. The revised junction would provide substantial additional pedestrian space around the junction. This additional space would incorporate low level shrub planting, new trees, ornamental planting, species rich grass areas and high-quality paving.

Where possible, the Proposed Scheme includes new street trees to be planted along the Navan Road to maintain the existing character of the road.

On Manor Street, the Aughrim Street side road would be reduced to a single lane and the existing public spaces either side of the junction would be extended and further developed. The existing mature trees would be retained, and the revised layout would facilitate planting of additional new trees and other landscaping.

Along the R147 east of Auburn Avenue, apart from localised impact on a minimal number of trees, the tree line located between Castleknock Manor and the R147 Navan Road would be retained. Castleknock Manor would be designated as a “Quiet Street” allowing for safer movement of pedestrians and cyclists in this area.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 6: Supportive of scheme

Most submissions are supportive of the objectives of the BusConnects Scheme, with regards to the provision of an effective and efficient public transport system and the provision of safe cycle lanes. Generally, submissions noted support for the CBC proposals, but considered that improvements could be made to various specific proposals.

Many private groups and residents noted they are appreciative of the public consultation process, whereby concerns noted in the first EPR consultation have been addressed in the updated PRO proposals.

In particular, there is support expressed for the Draft PRO scheme in respect of reduced land acquisition, improvements to the public realm at Stoneybatter and the reduction in tree removal.

NTA Response to Issue 6

The NTA welcomes this positive feedback on the scheme objectives as well as the support of specific changes made to the scheme in response to submissions from the public.

Issue 7: Increased air and noise pollution

Concerns are raised that an extra lane of traffic may lead to possible increased traffic levels along the CBC. Residents raised concerns that this could increase air and noise pollution along the route and increased traffic levels might result in increased air pollution, in the form of nitrogen emissions from car exhausts of non-electric vehicles. They stated that the proposed removal of trees and green spaces could exacerbate the issue, as the natural vegetation currently absorbs toxins released from car exhausts.

Residents also raised concerns that potential increased traffic levels might result in higher levels of noise pollution. They stated that the removal of trees along the bus corridor could increase noise levels further, due to the trees currently acting as a natural sound barrier.

Additional concerns are raised that increased noise levels might impact the sleep quality and daily activities of residents.

NTA Response to Issue 7

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the Stoneybatter area, and at Monck Place, Avondale Avenue (Phibsborough area) are also proposed to ensure that through-traffic movement on local side streets is minimised. In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Design development has involved minimising tree loss, for example at Millstead Estate, the design would maintain trees between the CBC and Millstead Estate, and the tree line between the Navan Road and Castleknock Manor would not be removed, apart from localised impact on a minimal number of trees.

The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

An Environmental Impact Assessment Report (EIAR) has been prepared for Blanchardstown to City Centre CBC and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 8: Insufficient consultation of the scheme

Some submissions raised concerns that the public consultation process for the preferred scheme is affected by the Covid-19 pandemic; however, some acknowledged that the NTA's proposal for an additional third public consultation at the end of 2020 would address this matter. Residents and businesses are concerned they have not been given sufficient time to review the scheme impacts and discuss with other members of the community.

Residents also feel they did not have sufficient opportunity to request clarification on various proposals prior to making submissions. Some residents highlighted issues with online consultation documents crashing, not allowing them to fully review the proposals.

Residents also raised concerns with regards to the lack of precise detail provided in the published public consultation material. There are concerns that the physical impact on the existing road cross-section is not clear, and detailed information on traffic flows, air quality, ecology and tree removal / replanting has not been provided.

NTA Response to Issue 8

In response to this second non-statutory public consultation the NTA received 49 submissions for the Blanchardstown to City Centre CBC. There have also been a number of both one-to-one meetings and meetings with residents' groups during the development of the PRO.

The NTA then held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the Covid-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the safety of their own homes. This facility allowed the public to access the updated draft PRO maps, timelines and any revisions made, since the second round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.

Issue 9: Loss of parking

Concerns are raised in multiple submissions that there would be reduced public and private parking provided along the route. In particular, there are concerns about reduced on-street parking along the Navan Road and at Stoneybatter, with negative impacts on businesses on Prussia Street and Manor Street.

Concerns are also raised for vulnerable road users such as the elderly and those with disabilities who might need to use cars to access local services and amenities.

NTA Response to Issue 9

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

In Stoneybatter Village, the provision of on-street parking has been a focus of design updates, balanced against the need to significantly improve the pedestrian and cyclist facilities and the flow of buses. The scheme proposals have resulted in an additional disabled bay on Manor Street, 16 parking spaces and 2 loading bays (5 spaces) on Manor Street/Stoneybatter and a loading bay (3 spaces) on King Street North.

The interaction of cycle facilities with car parking has been carefully considered in the PRO to ensure the safety of all users with cycle tracks routed around the back of parking bays, which improves the ease of parking.

Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.

The potential impacts of the proposed scheme have been assessed as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 10: Need for the scheme

A few residents feel that the scheme is not needed in the area and the current provision of public transport and cycle facilities are sufficient. These residents generally feel that the scheme will not benefit them enough to warrant potential changes and disruption to their quality of life.

Other residents feel there are alternative ways to address the problems that could be explored further, rather than continuation of the proposals. Their alternatives include a Metro light rail, Luas extensions, train / rail improvements, Express Buses through Phoenix Park, a Congestion Charge scheme, Park and Ride facilities, and peak hour traffic management measures.

NTA Response to Issue 10

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the Blanchardstown – City Centre corridor as an appropriate corridor for the development of a CBC. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The policy context for the corridor is set out in the ‘Blanchardstown Town Centre to the Liffey Quays (Ellis Quay) CBC Route Options Assessment Report’ prepared on behalf of the NTA in March 2018. This report assessed various CBC route options and recommended an EPR based on a multi-criteria analysis (MCA) of the potential options – which has now been further refined as a PRO.

An Environmental Impact Assessment Report (EIAR) has been prepared for the Blanchardstown to City Centre CBC and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 11: Proposed land acquisition

Many residents on the Navan Road are disappointed with the acquisition of private land to deliver the scheme, but there is support for the reduction in potential land acquisition in the PRO following on from the first round of public consultation. Their particular concerns include the impact on daily life, increased noise levels, air pollution levels, vibration levels, security risks, safety risks for pedestrians, drivers and residents, reduced privacy, and devaluation of property price.

NTA Response to Issue 11

The design has sought to minimise impact on adjacent properties and driveway access. In response to issues raised during the EPR public consultation, a number of sections along the route were amended in the PRO, many of which reduced the impact on private properties. The PRO proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- Design refinements have resulted in a reduction in the number of properties with proposed permanent land take on Old Cabra Road and Navan Road (between Ashtown Road junction and Ratoath Road junction) (approximately 40 properties); and
- There is also no requirement for land take at Drumalee Grove and Cabra Library.

Where land acquisition is required, the NTA are continuing to engage with landowners impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

2.7.1 Issue 12: Location of Bus stops

A number of residents of Millstead Estate have expressed concerns over the proposals to provide an access ramp between Mill Road and the N3 which is to provide access to a new bus stop on the N3. A number of respondents have noted that this issue was raised in previous rounds of consultation, and they are re-iterating their objection to this proposal.

NTA Response to Issue 12

The bus stops at Mill Road, adjacent to the N3, are necessary as they have been designated as the primary access from the New Dublin Area Bus Network “B-Spine” to Connolly Hospital. The ramp proposed at this location is thus necessary to provide a link for pedestrians from buses arriving from the city centre to access the hospital. The design has minimised the number of trees needing to be removed, includes for re-planting of trees whilst maintaining trees between the pedestrian ramp and Millstead Estate.

3 Third Public Consultation (Nov-Dec 2020)

3.1 Overview

The third non-statutory public consultation on the updated draft PRO, ran from 4 November 2020 until 16 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 CBC PRO consultation brochure were available to the public via the BusConnects website, could be sent by post on request, and were available for download from the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the Authority's website.

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

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

In addition, visitors to the virtual consultation rooms were provided with an opportunity to request a call back from the design team to discuss the scheme.

3.2 Information Provided in Public Consultation

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

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

The Public Consultation documentation provided information about the work that has been carried out as part of the 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:

- Draft Preferred Route Option Report – November 2020
- Proposed Approach to Environmental Assessment – November 2020
- Draft Transport Modelling Report – November 2020

- BusConnects Dublin Core Bus Corridor Projects, Corridor 5 – Blanchardstown to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Blanchardstown Town Centre to the Liffey Quays (Ellis Quay) CBC Route Options Assessment Report including Appendices;
- Appendix A – Multi Criteria Analysis Tables;
- Blanchardstown Interchange Hub – Options Assessment Report;
- Concept Scheme Drawings for the EPR;
- Concept Scheme Drawings for the Draft PRO; and
- Traffic Count Data 2019 – 2020.

3.3 Approach to Assessing the Submission

The review of the submissions commenced in December 2020 once the consultation period closed. The NTA received **534** submissions for the Blanchardstown to City Centre PRO, from 4 November 2020 until 16 December 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA. Three petitions with multiple signatures were received.

All submissions, including notes from meetings with impacted landowners and stakeholders, were entered into a database and assessed.

3.4 Analysis of Issues Raised by Section

This CBC was divided into four sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The four sections were:

- Section 1: Blanchardstown to the M50 (East);
- Section 2: The M50 (East) to Ashtown Road / Navan Road Roundabout;
- Section 3: Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road); and
- Section 4: Ratoath Road Junction – R147 (Navan Road) to Arran Quay.

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



Figure 4: Blanchardstown to City Centre Core Bus Corridor Map.

The section attracting the most comments (37%) was Section 4 ‘Ratoath Road Junction – R147 (Navan Road) to Arran Quay’, which runs through the village of Stoneybatter. The ‘Entire Scheme’ accounted for a further 30% of the submissions. Section 2 ‘The M50 (East) to Ashtown Road / Navan Road Roundabout’ received 22% of the total submissions. Section 1 ‘Blanchardstown to the M50 (East)’ accounted for 7% of submissions, followed by Section 3 ‘Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road)’ with 4% of the total submissions. The distribution of submissions, across the various sections of the scheme can be seen below in **Figure 5** and **Table 4**.

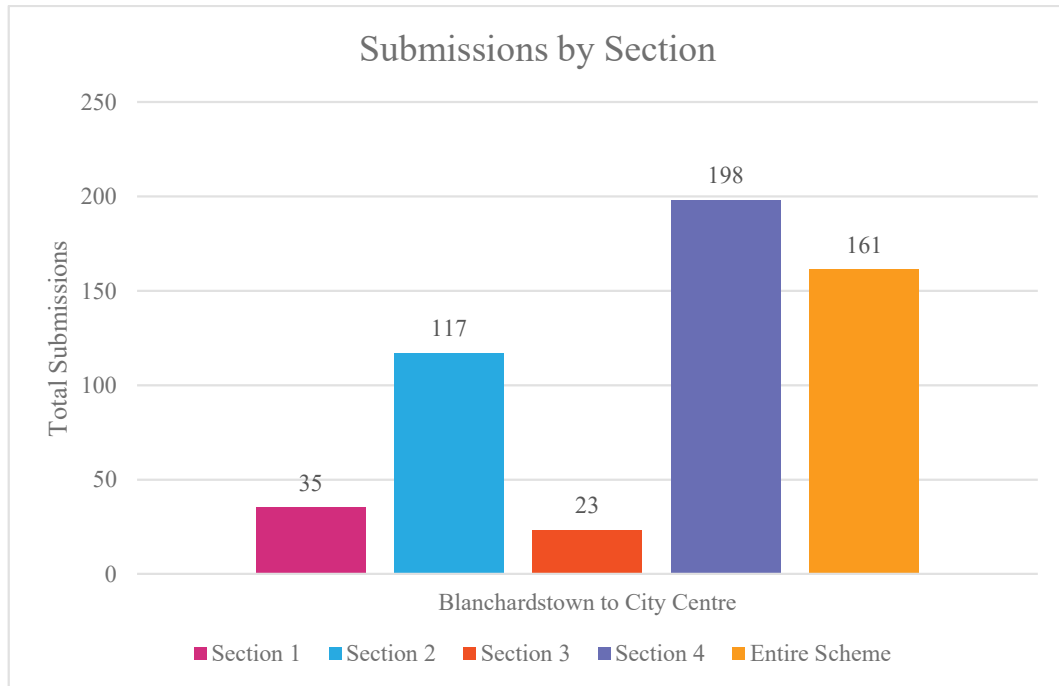


Figure 5: Distribution of Submissions per Section of the Blanchardstown to City Centre Core Bus Corridor.

Table 4: Number of Submissions per Section of the Blanchardstown to City Centre Core Bus Corridor.

Section	Number of Comments	Percentage
1: Blanchardstown to the M50 (East)	35	7%
2: The M50 (East) to Ashtown Road / Navan Road Roundabout	117	22%
3: Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road)	23	4%
4: Ratoath Road Junction – R147 (Navan Road) Junction to Arran Quay	198	37%
The Entire Scheme	161	30%
Total Assessed	534	100%

3.5 Profile of Those Making Submissions:

Of the submissions received:

- 75% were from residents of the study area who were directly impacted by the scheme and typically referred to local matters;
- 8% were from landowners of houses that were directly impacted, for example by loss of parking, or land acquisition;
- 5% were from interested parties, including commuters and residents who did not live in the study area but had an interest in the scheme and resident groups;

- 2% were from representative bodies or associations, including private groups and mainly addressed community-focused issues;
- 4% were from businesses and institutions located in the study area, and mainly addressed specific impacts of the scheme; and
- 6% were from politicians (including TDs, Councillors and Senators), addressing infrastructural issues;

3.6 Themes Raised in the Submissions

All 534 submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in **Table 5**. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

Table 5: Frequency of Themes raised through the Submissions.

Theme	Frequency of Comments
Accessibility/ Traffic Impact	311 comments
Integration / Bus Network	113 comments
Land Acquisition	46 comments
Safety	315 comments
Environmental Issues	258 comments
Social Impact	117 comments
Economy / Impact on Local Business	27 comments
Heritage	23 comments

3.7 Summary of The Main Issues Raised

This section identifies the key issues raised in the third public consultation process. The Authority have established the validity of the concerns, the potential consequences for the scheme, and determined 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 relating to the CBC scheme are as follows:

1. Traffic issues associated with proposed traffic management measures;
2. Pedestrian safety;
3. Cyclist safety;

4. Loss of access to local amenities;
5. Removal of trees;
6. Supportive of scheme;
7. Increased air and noise pollution;
8. Insufficient consultation of the scheme;
9. Loss of parking;
10. Need for scheme;
11. Proposed land acquisition; and
12. Location of bus stops.

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

Issue 1: Traffic issues associated with proposed traffic management measures

Residents raised concerns that the proposed traffic management restrictions, in particular through Stoneybatter and along Old Cabra Road, may cause increased levels of traffic on residential roads, as well as creating congestion elsewhere on the road network. There are also concerns raised that traffic management measures would potentially restrict local access for residents. The main points raised under this topic are:

- Increased traffic along various residential roads including Kirwan Street, Charleville Road, Skreen Road, Nephin Road, Baggot Road, Oxmantown Road and Glenbeigh Road caused by traffic using alternative routes into and out of the city. Many residents are concerned that these residential roads were not built for elevated traffic levels. Concerns are raised over the safety of residents on these residential roads as well as the potential negative impact on air quality and their quality of life;
- Increased congestion generated by redirecting traffic from Old Cabra Road onto Connaught Street, Annamoe Road, Cabra Road, Faussagh Avenue, North Circular Road, Phibsborough Road, Blackhall Place and Monck Place.
- Concerns are raised about the lack of speed controls and speed bumps. Concerns are also raised that Annamoe Road / Terrace is prone to being utilised as a through-road (request to prevent traffic increase) and about restricted access to Navan Road.
- Traffic impact in the area of Phibsborough, due to the alteration of traffic movement impacting the area. Concerns are raised about having Grangegorman as a relief road with traffic being displaced along Avondale Road – Monck Place – Great Western Square (creating a short-cut route to avoid congestion at Doyle's Corner). Concerns are also expressed in relation to short-cut routes from City Centre to North Circular Rd./N3 and vice-versa.

Concerns are also raised about vehicles approaching from the north, seeking to turn right at Doyle's Corner onto the North Circular Road, needing to avail of Monck Place/Avondale Rd.

- Increased traffic due to traffic restrictions on Old Cabra Road into the Stoneybatter area and onto the North Quays Area, or the North Circular Road. Concerns are raised in relation to traffic directed towards Cabra Road once the traffic has reached the junction of the Navan Road, Old Cabra Road and Cabra Road. Concerns specifically regarded the closing of Old Cabra Road as Annamoe Road/Terrace will be utilised as a through road. Many residents of the area propose limiting the bus services on Old Cabra Road / Prussia Street, limiting the right-hand turn on Annamoe Road/Terrace and increasing the environmental facilities in the area to make it more suitable for pedestrians and cyclists.
- Concerns are expressed about the junction at St. Peter's Church; modified to allow right turns from Cabra Road into North Circular Road and left turns from North Circular Road into Cabra Road thus generating a short-cut route on Charleville Road. Traffic restrictions are requested for Charleville Road as a consequence.

NTA response to Issue 1

The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities would facilitate a modal shift for the corridor, and reduce through commuter traffic. A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets.

The precise impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the traffic modelling exercise, with appropriate treatment and/or mitigation measures provided where necessary.

The NTA has been in communication with various residents' groups throughout the consultation period about possible traffic management strategies that may be devised to suit local residents' needs. These areas include Annamoe Road, Avondale Road, Charleville Road, Monck Place, and Kirwan Street. Local residents have been listened to and collaborated with in the design development of the CBC.

Kirwan Street remains a one-way street under the latest traffic management plan, and has a right-turn ban proposed onto Manor Street, which combined with the closure of Grangegorman Upper / Lower to through traffic, would ensure general traffic is not increased on Kirwan Street.

Charleville Road and Annamoe Road would have a one-way only section implemented at their southern ends, thus minimising their attractiveness and use as a cut-through route by non-local traffic.

Monck Place and Phibsborough (Avondale Avenue) would both have one-way sections on to Phibsborough Road, minimising their use by general traffic as a cut-through route. There would also be right-turn bans implemented on these roads for traffic travelling to Phibsborough Road, which will further limit their attractiveness to through-traffic.

Issue 2: Pedestrian safety

Local residents, private groups and public bodies raised concerns about pedestrian safety particularly on Navan Road, Prussia Street, and Manor Street, due to reductions in footpath width and potential increases in traffic volumes and speeds along these roads. Residents also raised concerns about pedestrians at shared spaces such as bus stops and crossings.

A large number of submissions have been received from local residents in the Auburn Avenue area expressing concern for the safety of pedestrians, children in particular, accessing St Brigid's GAA club in the event that the existing tree line between the Old Navan Road / Castleknock Manor and the Navan Road is removed.

Some residents expressed their interest in additional lighting at bus stops in the interest of pedestrian safety.

NTA response to Issue 2

In response to issues raised during previous rounds of public consultation, a number of sections along the route were amended as part of the PRO, and a key outcome of many of these design interventions is enhanced provision for vulnerable road users.

Within the PRO proposal, along with general improvements to the vulnerable road user environment where possible, amendments have been made on certain key sections referred to in the submissions, with the following key design developments.

Apart from some localised trees being impacted, the tree line between the Navan Road and Castleknock Manor would not be removed, and Castleknock Manor would be designated as a “Quiet Street” allowing for safer movement of pedestrians and cyclists in this area.

The majority of junctions on the route would be modified to allow for separate cyclist and pedestrian crossings, however shared spaces would still be used where suitable separate facilities cannot be achieved.

Ashtown Roundabout would be converted to a signalised crossroads junction; this would allow for safe crossing facilities for pedestrians and cyclists alike.

Along the Navan Road, the revised road layout means that footpaths would always be located on the outer edge of the proposed cycle tracks, which would act as a buffer between pedestrians and motorised vehicles. Also, the traffic modelling indicates that a reduction in general traffic on the corridor is forecast to occur with the implementation of the scheme.

Footpath widths along the proposed scheme have been designed to ensure an appropriate width to maximise pedestrian comfort and safety. In particular areas where busy pedestrian activity is expected, footpath widths have been widened, for example in Stoneybatter Village and areas in close proximity to the city centre, where public realm improvements are also proposed.

Speed limits along Old Cabra Road, Prussia Street, Manor Street and Stoneybatter would be reduced to 30 km/h, which would enhance pedestrian safety.

The NTA has also focused on busy pedestrian areas such as Stoneybatter village and areas in close proximity to the city centre, where in tandem with the noted increase in proposed footpath widths, public realm improvements are also proposed to provide safer and more pleasant areas for pedestrians.

Issue 3: Cyclist safety

Cyclist safety at junctions is raised as a concern at the slip roads on Blanchardstown Road North / South junction and Blanchardstown Road South /

N3 on-slip junction, at the Ashtown Road / Navan Road junction, and at the Prussia Street / North Circular Road junction. In particular, it is requested that junctions be designed with 'Protected style' cycle facilities. Residents also raised concerns for cyclist safety at the junction between the Navan Road, Ratoath Road, Cabra Road and Old Cabra Road, and requested this junction design be re-assessed. Some residents suggested developing the lane along the Old Navan Road as it is safer, quieter and leads directly to the cycle bridge crossing the M50 and to the Royal Canal Greenway. Support is expressed by a number of residents in the Auburn Avenue / Castleknock Manor area, in particular, for the use of Old Navan Road as a safe 'quiet street' route for cyclists.

An interested party and a private group requested that continuous cycle tracks be provided from the Snugborough Junction to Auburn Avenue.

NTA Response to Issue 3

All reasonable measures are being proposed to provide a consistent implementation of a cycle regime that helps achieve the objective of the Greater Dublin Cycle Network along the route; this is seen as a necessary and desirable addition to the current transport options across Dublin, to help reduce car use.

In response to issues raised during previous rounds of public consultation, a number of sections along the route were amended as part of the PRO, and a key outcome of many of these design interventions is enhanced provision for cyclists.

Within the PRO proposal, along with general improvements to the vulnerable road user environment where possible, amendments have been made on certain key sections referred to in the submissions, with the following key design developments.

At the slip roads at Blanchardstown Road North / Navan Road junction and Blanchardstown Road North / Blanchardstown Road South junction, design changes have been made to reduce conflict between motorists and cyclists in this area, with cycle tracks being modified to be to the left of direction of the carriageway (direction of travel) at all times, especially when alongside a slip-lane so as to avoid conflict. Slip lane removal is not possible at these locations. These cycle tracks would be signalised so as to provide safer crossings for cyclists and pedestrians at this junction, which is heavily trafficked by cars.

With respect to the junction between the Navan Road, Ratoath Road, Cabra Road and Old Cabra Road, the proposed diagonal cycle crossing would be given signal green-time at the same time as the bus movement from the Navan Road to the Old Cabra Road.

A protected style junction to enhance the safety of cyclists at the Prussia Street / North Circular Road junction has been developed further during the design process.

Many of the junction designs along the scheme, including along the Navan Road at Kempton Avenue, Ashtown Grove, Baggot Road, Nephin Road, Skreen Road and others have been updated to include separated cyclist and pedestrian crossings where possible, which would reduce the amount of pedestrian and cyclist conflict at these locations. Many 'Protected style' junctions have also had their layout amended so as to reduce conflict between motorists and cyclists, while flashing amber signals for vehicle left-turns would be in place at these junctions to give ahead-cyclists the right of way.

The Queen Street two-way cycle track design has also been modified to provide an easier and more convenient route for cyclists in this area. The cycle track design has been relocated to the eastern side of Queen Street, which would result in less cyclist/motorist conflict at the junctions with King Street North and Blackhall Street. It would also allow cyclists to turn left on to Arran Quay with greater ease.

Auburn Avenue roundabout has been redesigned to provide better integration for cyclists travelling, between the 'Quiet Street' cycle route on Castleknock Manor and the continuation of the Greater Dublin Area Cycle Network Route 4 to the west of Auburn Avenue. This negates the need for a cycle track between Snugborough Road Junction and Auburn Avenue Junction along the N3, in addition to noting the challenges associated with realigning a section of the N3 to facilitate an additional 3 metres of cycle track, with an associated safety buffer, the higher speeds of vehicles and a lack of trip attractors along this section. There would also be safety concerns regarding encouraging cyclists on to the M50 Roundabout.

Issue 4: Loss of access to local amenities

A resident raised concerns over access issues travelling to St. Gabriel's National School from Cabra, Castleknock, Finglas and Blanchardstown as the preferred car routes of Aughrim Street and Oxmantown Road will no longer be available.

Businesses raised concerns over access to their business. A business owner suggested that plans should allow off-peak vehicle access to the Stoneybatter village centre.

NTA Response to Issue 4

Access to amenities by car would still be feasible; however, for some journeys, motorists may have to take new routes to continue to use their private vehicles to access these amenities. The PRO provides a balanced provision of access by bus, on foot, by bicycle, and by car – and with retention of on-street parking and loadings bays in Stoneybatter, with enhanced footpath widths and improved public realm.

A traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. This would also ensure that routes for traffic with local destinations are clearly defined.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 5: Removal of trees

Residents are generally supportive of the reduction in potential tree loss in the Draft PRO, however there is continued concern for loss of trees, particularly at the Ashtown Road junction, Navan Road between the N3 and Old Navan Road, Peck's Lane, and Manor Street. The concerns expressed relate mainly to aesthetics

of the area and environmental concerns, including carbon absorption, biodiversity aspects, visual protection, air quality and noise pollution.

Many residents in the Castleknock area cite the removal of trees between the Navan Road and the Old Navan Road / Castleknock Manor as a safety issue. The rationale for this being that the existing trees provide a physical barrier to heavy traffic volumes on the Navan Road. Some residents refer specifically to the tree removal along the N3 and in the area between St. Brigid's GAA Club and Auburn Avenue as they act as a barrier between the N3 and the adjacent residential area and also provide visual and noise protection.

A residents' group, as well as a number of individual residents, expressed concerns over the lack of an expert arboriculturist assessment carried out in association with the proposed tree loss.

NTA Response to Issue 5

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. A full planting scheme has been designed and would be included as part of the CBC works. The planting scheme would optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.

The NTA has acquired the services of an expert arboriculturist to assess the trees on the CBC. The impact on trees has been accurately quantified during the preliminary design stage, with a greater number of trees proposed to be planted than would be removed.

The Ashtown roundabout would be reconfigured as a signalised junction. The revised junction would provide substantial additional pedestrian space around the junction. This additional space would incorporate low level shrub planting, new trees, ornamental planting, species rich grass areas and high-quality paving.

Where possible, the Proposed Scheme includes new street trees to be planted along the Navan Road to maintain the existing character of the road.

On Manor Street, the Aughtim Street side road would be reduced to a single lane and the existing public spaces either side of the junction would be extended and further developed. The existing mature trees would be retained, and the revised layout would facilitate planting of additional new trees and other landscaping.

At the N3 east of Auburn Avenue, apart from potential localised impact on a minimal number of trees, the tree line located between the Navan Road and Castleknock Manor would be retained. Castleknock Manor would be designated as a "Quiet Street" allowing for safer movement of pedestrians and cyclists in this area.

Issue 6: Supportive of scheme

As in previous consultations, a number of residents are generally supportive of the aims of the scheme, particularly regarding the prioritisation and improvement of public transport and cycle infrastructure in the city. Residents also expressed their support for changes and updates made in the proposals, which they see as an improvement from past iterations.

It is noted that although some residents are supportive of the scheme, many of these also highlighted the need to make some modifications to the current proposals in order to reduce some of the identified impacts of the scheme.

NTA Response to Issue 6

The NTA welcomes this positive feedback on the scheme objectives as well as the support of specific changes made to the scheme in response to submissions from the public.

Issue 7: Increased air and noise pollution

Residents requested that mitigation measures be put in place to minimise the noise pollution associated with the proposed scheme. It is suggested in these submissions that the loss of trees will lead to a loss of noise absorption.

Concerns are also raised in relation to the increase of noise and pollution due to traffic congestion and disruption, especially in Blanchardstown Village, Phibsborough and Stoneybatter areas.

Concerns are noted in areas throughout the scheme such as Millstead Estate, Castleknock Manor and Navan Road with respect to the potential noise and light pollution which may be experienced if there is no replacement of removed trees.

NTA Response to Issue 7

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the Stoneybatter area, and at Monck Place, Avondale Avenue (Phibsborough area) are also proposed to ensure that through-traffic movement on local side streets is minimised. In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Design development has involved minimising tree loss, for example at Millstead Estate, the design would maintain trees between the CBC and Millstead Estate, and the tree line between the Navan Road and Castleknock Manor would not be removed, apart from localised impact on a minimal number of trees.

The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

An Environmental Impact Assessment Report (EIAR) has been prepared for Blanchardstown to City Centre CBC and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme

Issue 8: Insufficient consultation of the scheme

Some submissions raise concerns that the public consultation process for the preferred scheme has been affected by the Covid-19 pandemic; however, some acknowledge that the NTA's proposal for an additional third public consultation at the end of 2020 would address this matter. Residents and businesses are concerned they have not been given sufficient time to review the scheme impacts and discuss with other members of the community. Residents also state they did not have sufficient opportunity to request clarification on various proposals prior to making submissions. Similarly, some submissions have deemed the timing of the consultation during the Covid-19 pandemic to be cynical.

Residents are disappointed about a lack of response to previous concerns which were raised. Concerns are also raised about the lack of access to documentation in order to adequately address these in submissions.

Some residents express criticisms regarding the means in which the consultations were conducted, as the use of virtual consultation had the potential to disenfranchise a large number of participants.

A small number of submissions relate to the clarity of the drawings, with residents and a business requesting clearer, more detailed drawings.

NTA Response to Issue 8

The NTA held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the Covid-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the safety of their own homes. This facility allowed the public to access the updated draft PRO maps, timelines and any revisions made, since the last round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.

In response to this third non-statutory public consultation the NTA received 401 submissions for the Blanchardstown to City Centre CBC. There have also been a number of both one-to-one meetings and meetings with residents' groups during the development of the PRO.

Issue 9: Loss of parking

A business owner suggested provision of short-term parking and loading bays in Stoneybatter to allow for deliveries etc. due to the removal of parking and loading bays throughout the proposals and its impact on local businesses.

A private group also raised concerns over the loss of parking and loading bays for deliveries associated with the proposals in Stoneybatter. The main concern being no provision for alternative delivery systems and the potential adverse impact of this on local businesses.

NTA Response to Issue 9

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

In Stoneybatter Village, the provision of on-street parking has been a focus of design updates, balanced against the need to significantly improve the pedestrian and cyclist facilities and the flow of buses. The scheme proposals have resulted in an additional disabled bay on Manor Street, 16 parking spaces and 2 loading bays (5 spaces) on Manor Street / Stoneybatter and a loading bay (3 spaces) on King Street North.

Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 10: Need for the scheme

A residents' group questioned the need for the scheme and if the proposals take the potential changing of mobility needs, post Covid-19 into account.

They also noted that the demand for commuting to the city centre may never return to what it was due to incentives for working from home.

Submissions have been received from some residents stating that they are satisfied with the current public transport service and cycle facilities in place; and are concerned about any additional noise and pollution that may be caused by the scheme.

NTA Response to Issue 10

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. The strategy document identified the Blanchardstown – City Centre corridor as an appropriate corridor for the development of a CBC. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. Further policy context for the corridor is set out in the ‘Blanchardstown Town Centre to the Liffey Quays (Ellis Quay) CBC Route Options Assessment Report’ prepared on behalf of the NTA in March 2018. This report assessed various CBC route options and recommended an EPR based on a multi-criteria analysis (MCA) of the potential options – which has now been further refined as a PRO.

The potential long-term impacts of Covid-19 on mobility patterns are still emerging, however the need for high quality bus network system will remain a critical element of the transport network. Facilitating walking and cycling will also be vital in adapting to potential changes to mobility patterns, as a result of the pandemic.

An Environmental Impact Assessment Report (EIAR) has been prepared the Blanchardstown to City Centre CBC and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 11: Proposed land acquisition

Residents are concerned in relation to the loss of portions of their gardens, and sections of public space due to the proposed land acquisition. In particular relating to Belleville, The Paddocks and Darling Estates. A residents’ group also requests clarification in relation to the proposed land take in these areas.

Some landowners are disappointed with the potential acquisition of trees at private gardens, as they note the trees protect the neighbours’ privacy.

NTA Response to Issue 11

The design has sought to minimise impact on adjacent properties and driveway access. Where land acquisition is required, the NTA are continuing to engage with landowners impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme.

The impacts of the proposed scheme have been quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 12: Location of Bus Stops

A number of residents of Millstead Estate expressed concerns over the proposals to provide an access ramp for a new bus stop between Mill Road and the N3. A number of submissions noted that this issue was raised in previous rounds of consultation, and they are reiterating their objection to this proposal.

A number of residents also expressed concerns about the location of a bus stop on the N3 adjacent to Millstead as there are potential issues associated with access/egress for pedestrians into Millstead Estate, the additional lands from the green area at Millstead, the removal of trees and the additional noise/light pollution.

Some residents are concerned over the location of bus stops, citing specifically the considerable distance between outbound stops in the proposed scheme.

NTA Response to Issue 12

The bus stops at Mill Road, adjacent to the N3, are necessary as they have been designated as the primary access from the New Dublin Area Bus Network “B-Spine” to Connolly Hospital. The ramp proposed at this location is thus necessary to provide a link for pedestrians from buses arriving from the city centre to access the hospital. The design has minimised the number of trees needing to be removed, includes for re-planting of trees whilst maintaining trees between the pedestrian ramp and Millstead Estate.

The proposed pedestrian ramp and steps leading to the bus stop adjacent to Millstead Estate will not provide direct access to and from Millstead Estate.

A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the CBC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of bus.

This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other bus stop infrastructure.

Appendix A

**Summary of Issues Raised By
Route Section (Second and Third
Public Consultations)**

Section 1: Blanchardstown to the M50 (East)

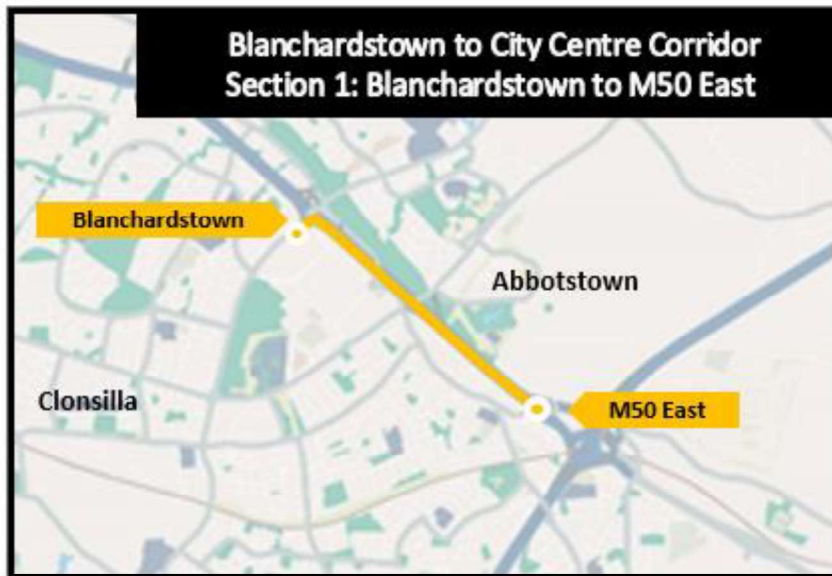


Figure 6: Section 1 Blanchardstown to M50 East

The main comments observed within Section 1 include;

Blanchardstown Shopping Centre

- A private group is concerned that the proposed two-way cycle track through the shopping centre is not continuous, and request that continuous cycle tracks be designed throughout, including at all junctions;
- A private group is concerned that the pedestrian crossings in the centre are not safe or continuous throughout and request the crossings be designed with grade difference at each junction; and
- A private group is concerned about the utilisation of slip lanes at junctions in the Blanchardstown Road area, noting that these go against best practice as stated in the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). Suggests the removal of slip lanes or provision of a turning pocket instead.

Snugborough Junction

- A resident suggested moving the bus stop from opposite the Blanchardstown Shopping Centre to outside Waterville in order to accommodate residents, as the proposed location involves multiple road crossings for residents from the north;
- An interested party, and residents suggested the cycle tracks at this junction should be continuous and segregated along all segments of the junction, in order to protect both pedestrians and cyclists; and
- An interested party is concerned about the potential for confusion and conflict at Snugborough Junction due to the 3-lane configuration turning left onto

Snugborough Road. It is suggested that the length of the bus lane could be reduced, and the number of lanes could be reduced from 3 to 2, to reduce confusion and potential for collisions.

Snugborough Junction to M50 / N3 Junction

- Residents raised concerns over the potential usage of Millstead Estate as an informal park and ride facility; and
- An interested party and a private group requested continuous cycle tracks be provided from the Snugborough Junction to Auburn Avenue and suggested a 2-way track on one side.

M50 / N3 Junction at Castleknock

- A business suggested moving the pedestrian / cyclist crossing at Woods End/Talbot Downs inbound, towards the Castleknock development, in order to improve access to the bus stop and the Castleknock development;
- A business suggested providing cycle connections between Connolly Hospital, the Tolka Greenway, the Royal Canal Greenway and Castleknock Road;
- A public body suggested there is a need for safer cycling facilities over the M50 at Junction 6; and
- A business requested the erecting of a wall structure between the layby positioned on the existing ramp leading to the N3 interchange and the proposed apartment development in the interest of maintaining privacy and preventing overlooking.

Section 2: The M50 (East) to Ashtown Road / Navan Road Roundabout;

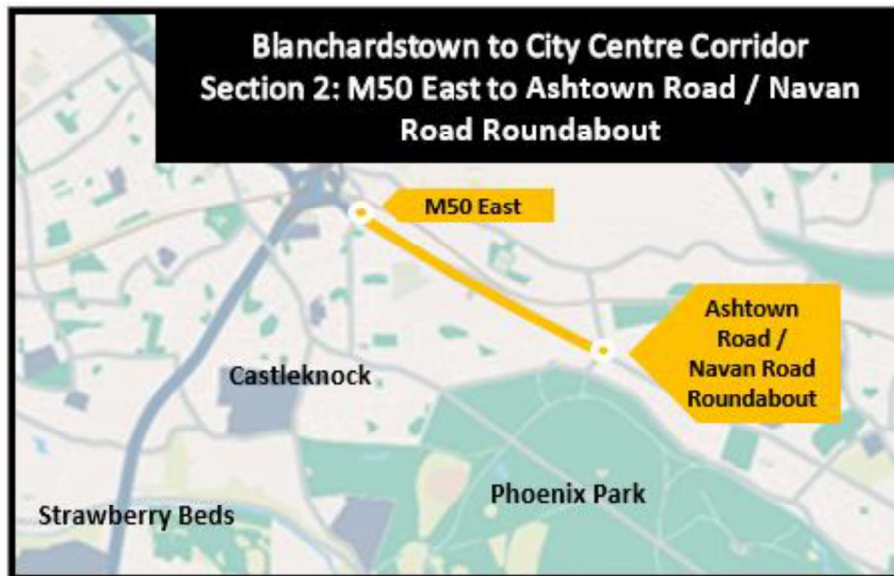


Figure 7: Section 2 The M50 (East) to Ashtown Road / Navan Road Roundabout

The main comments observed within Section 2 were:

- A resident suggested that the number of lanes on the Navan Road between the M50 and Halfway House could be reduced, resulting in reduced need for land acquisition and increased footpath widths;
- Resident requested further cycle safety provisions be implemented at Navan Road Parkway to protect cyclists and enable greater connectivity between various modes of transport;
- Residents suggested providing cycle connections between the Navan Road, the Royal Canal Greenway and Phoenix Park;
- A private group suggested providing a cycle track along Castleknock Manor rather than along the N3 in order to protect cyclists; and
- Many residents and a business - Castleknock Tidy Towns (community based voluntary organisation) – objected to the proposal for chopping trees and uprooting plants with regard to Navan Road (especially between St. Brigid's GAA Club and Auburn Avenue).

Phoenix Park Avenue

- Resident requested further cycling provisions be implemented at the junction between Navan Road and Phoenix Park Avenue, to protect cyclists;
- Resident requested the proposed pedestrian crossing at the Phoenix Park Avenue be reverted back to the current design, as the proposed design would not be utilised as it is too far away; and
- A public body requested the existing left turn out of Phoenix Park racecourse be retained, in order to improve local access.

Section 3: Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road)

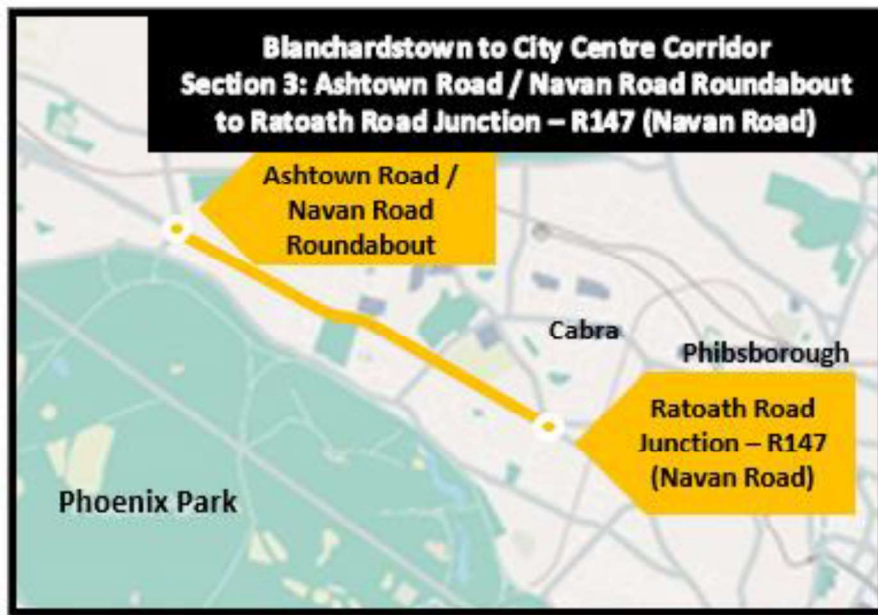


Figure 8: Section 3 Ashtown Road / Navan Road Roundabout to Ratoath Road Junction – R147 (Navan Road)

The main comments observed within Section 3 include:

- Concerns are raised about trees being removed along this section of the bus corridor. In the event of tree removal, residents requested that trees are replanted.

Ashtown Road / Navan Road Roundabout

- Residents are generally supportive of the proposed reversal of the Ashtown Road / Navan Road Roundabout from a proposed signalised junction to signalised gyratory – although some residents requested that traffic signals not be introduced at the Ashtown Road / Navan Road Roundabout;
- A number of residents are concerned that there are not enough provisions for cyclists and pedestrians at the Ashtown Road / Navan Road Roundabout, and requested traffic calming measures, grade separated crossings and segregated, continuous cycle tracks in all directions leading out from the roundabout; and
- Residents are concerned that traffic restrictions could potentially force cars to redirect onto alternative routes, along mainly residential roads, such as Blackhorse Avenue, Skreen Road, Nephin Road and Baggot Road. There are concerns that these roads are not built to withstand further levels of traffic, due to the reduced quality of road surface and susceptibility to flooding. Residents are also concerned that the possible increased traffic levels on these roads may have a negative impact on the wellbeing of residents.

Navan Road

- Residents and landowners continue to be disappointed with potential land acquisition on the Navan Road, under proposed plans;
- Residents also noted that the road corridor widening would have a large impact on daily life, increasing noise levels, air pollution levels, vibration levels, security risks; safety risks for pedestrians, drivers and residents, reduced privacy, and a devaluation of property price;
- Residents and public bodies raised concerns over the narrow width of footpaths and requested that footpaths along the Navan Road be increased to facilitate pedestrians, in particular vulnerable footpath users;
- A public body requested that raised table junctions be provided at junctions along the Navan Road;
- Resident requested safer provisions be implemented for cyclists at the junction between the Navan Road, Kinvara Avenue and Baggot Road, including cycle tracks leading off from all roads;
- A business requested the pedestrian crossing be retained outside Our Lady's Help of Christians Parish Church, as the current desire line is preferable to residents;
- A business also requested that parking along the corridor be facilitated for funerals at Our Lady's Help of Christians Parish Church, due to the large demand for parking during these events;
- A business requested the set down area outside 211 Navan Road be allocated for visitors of the medical surgery, rather than allocated only for the school;
- A private group suggested providing a bus stop cycle bypass at Our Lady's Help of Christians Parish Church in order to protect both cyclists and pedestrians;
- A business raised concerns about the impact on advertising at two locations on the Navan Road;
- A resident group is concerned that increased traffic on Nephin Road, as traffic management measures could negatively impact the safety of pedestrians on the road;
- Resident requested safer provision for cyclists at the junction between the Navan Road and Nephin Road, including cycle tracks leading off from all roads;
- A residents group raised concerns about the removal of street trees, including some historic trees on the corner of Castleknock Road/Navan Road in particular; and
- A business raised concerns about the proposed new bus layby positioned on westbound carriageway which encroaches 4 metres into their site.

Section 4: Ratoath Road Junction – R147 (Navan Road) to Arran Quay

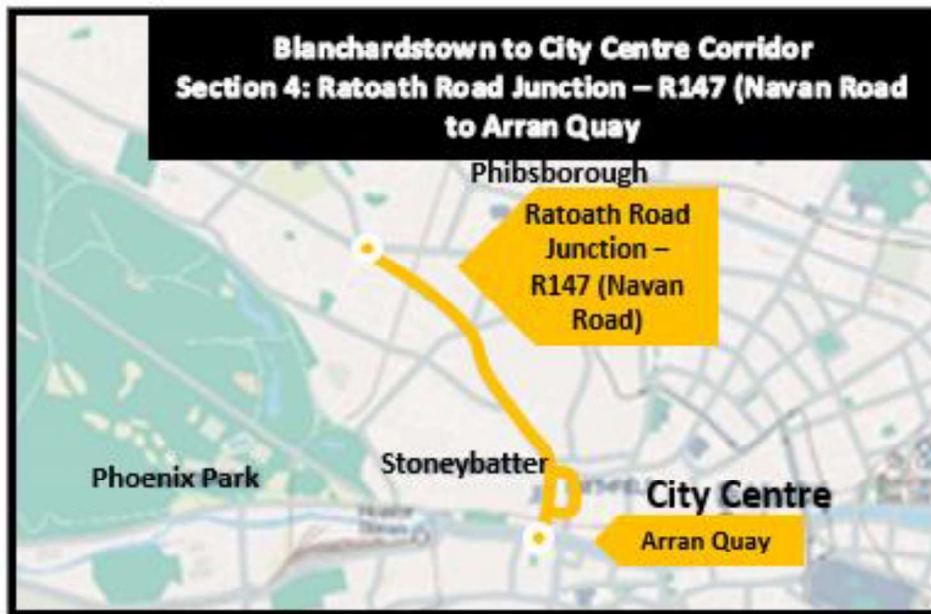


Figure 9: Section 4 Ratoath Road Junction – R147 (Navan Road) to Arran Quay

The main comments observed within Section 4 include;

- Residents are concerned that traffic management plans could force cars onto alternative routes and residential roads such as Charleville Road and Kirwan Street. Residents are concerned an increase in traffic volumes could have a detrimental impact on quality of life, air and noise pollution, and road safety.

Ratoath Road Junction – R147 (Navan Road) to Prussia St Area

- Residents and a number of private groups are concerned about the safety of cyclists and pedestrians at the Navan Road / Ratoath Road / Old Cabra Road / Cabra Road junction. Suggestions to protect cyclists and pedestrians include:
 - Island bus stops;
 - Segregated and continuous cycle lanes;
 - Cycle lanes along all approach roads at the junction;
 - Redesign of the diagonal pedestrian crossing; and
 - Review of the placement of bus lanes and traffic lanes.
- A private group suggested removing the ‘hatched’ space in the middle of Old Cabra Road in order to allow for wider footpaths and further replanting on the footpaths;
- A public body is concerned that the footpath along Old Cabra Road is too narrow as proposed, and request that the footpath width be increased;
- Many residents of Annamoe Road / Terrace, Dublin 7 raised concerns about the negative impact the proposals will have on increased traffic, congestion, access and safety on the area.

In particular, concerns are raised about traffic restrictions (as will be no longer be permitted to travel along the Old Cabra Road into the Stoneybatter area and onto the North Quays Area, or the North Circular Road). Concerns are also raised in relation to traffic directed towards New Cabra Road once it has reached the junction of the Navan Road, Old Cabra Road and New Cabra Road. They consider unacceptable the closing of Old Cabra Road as Annamoe Road / Terrace will be utilised as a through road and propose to limit bus services on Old Cabra Road / Prussia Street, limit the right-hand turn on Annamoe Rd./Terrace to prevent traffic and increase the environmental facilities to make it more suitable for pedestrians and cyclist; and

- Cabra Drive Residents Association on behalf of the residents is concerned about the traffic not turning right to access Navan Road as it will need to go through Old Cabra Road, Annamoe Road and new Cabra Road as predicted. This would create issues for the residents in terms of accessing the Navan Road, increased traffic, and pollution. They requested to be able to turn right and left on the Old Cabra Road.
- A Business owner expressed concern about lack of access to their business on Old Cabra Road.

Prussia Street

- A number of private groups are concerned for the safety of cyclists at the junction between Prussia Street and North Circular Road. It is suggested that this junction be converted to a protected junction for cyclists;
- Residents and a number of private groups are concerned for the safety of cyclists on Prussia Street, and request a bus stop bypass be provided, along with continuous, segregated cycle tracks and increased traffic calming measures;
- A private group suggested an alternative cycle route through Grangegorman could be considered, in order to provide further protection for cyclists;
- A public body is concerned that the footpath along Prussia Street is too narrow as proposed, and requested the footpath width be increased;
- Some residents are concerned about the loss of trees on Prussia Street, however others suggested removing more trees to allow for wider footpaths;
- A public body requested low planting be considered on the east side of Prussia Street, in addition to replanting measures;
- Residents and a private group are supportive of the bus gate along Prussia Street;
- Some residents and local community groups are concerned that reduced parking along Prussia Street could reduce car accessibility to this area, impacting local businesses and access for vulnerable road users who prefer to travel by car;
- A number of residents suggested that bus services on Prussia Street / Old Cabra Rd should be restricted to peak times only rather than a 24/7 service; and

- A resident raised concerns over the loss of bus 46a to O'Connell Street.

Stoneybatter

- A resident is concerned for the safety of children walking to schools in Stoneybatter, particularly on Aughrim Street, due to the provision of pedestrian crossings only at either end of the street. An additional pedestrian crossing is requested;
- A resident raised safety concerns over any pedestrian crossings located on Aughrim Street;
- A number of residents, businesses and private groups are concerned with the proposed footpath widths being too narrow in Stoneybatter. Residents suggested alternative measures such as an extended bus gate or reduced speed limits (30km per hour) to protect pedestrians. A public body also requested raised tables be implemented at junctions along the road, to protect pedestrians;
- A number of community groups and private groups are not supportive of traffic management measures in Stoneybatter such as the bus gate on Prussia Street, the bus corridor on Prussia Street and the one-way northbound traffic movement into Aughrim Street. Concerns include increased traffic and congestion on surrounding roads, vibrations affecting the houses on Aughrim and Prussia Street, increased air pollution due to increased volumes of traffic, reduced safety for pedestrians and cyclists on surrounding roads, reduced access for residents to Stoneybatter by car, and impact on businesses;
- Residents and private groups note that businesses are concerned about the removal of parking and loading facilities in Stoneybatter and request increased provisions for parking and loading in the area. A public body also requested clarification on the designation of parking spaces, loading bays and taxi ranks in Stoneybatter;
- A business requested loading bays be used as loading bays in the morning and default to public realm in the afternoon rather than private parking. A private group requested loading bays be located on side streets in order to free up main roads from any form of parking;
- A number of residents and private groups raised concerns for cyclist safety at the junction between Prussia Street, Aughrim Street and Manor Street, due to the proposed cycle track provision crossing the public realm. Multiple alternative routes are suggested;
- Residents and community groups are supportive of the enhanced public realm provisions in Stoneybatter, including retention of green spaces and additional tree planting;
- Residents requested planting, landscaping, outdoor furniture, bike racks and other public realm infrastructure be implemented around Stoneybatter to increase community engagement and to facilitate local biodiversity;
- A community group requested that the public realm improvements be completed in consultation with the local community and the Dublin City Council Greening Stoneybatter initiative;

- A resident is concerned that the proposed location of the northbound bus stop in Stoneybatter could cause congestion at the Aughrim Street junction, and requested that the bus stop be relocated;
- There are concerns that the distribution of bus stops along the route are not staggered evenly. A community group requested the southbound bus stop on Manor Street be moved 150m north, towards the bus gate, in order to reduce the distance between stops;
- A community group suggested removing the inverted bus shelter, or relocating the stop at Stoneybatter, as the space is increasingly congested, and conducive to anti-social behaviour;
- Several community groups requested the bus stop next to Manor Place be reinstated, as the current proposed bus stops are too far apart;
- A councillor raised concerns about the no-left turn traffic management measure from Kirwan Street onto Manor Street. There are concerns that this would reduce local access for parents attempting to access schools in the area;
- Residents and a private group raised concerns that the cross-section along Manor Street is extremely constricted as proposed. Some residents suggested the bus gate be extended to allow increased footpath widths;
- A business (Walsh's Pub) on 6/7 Stoneybatter & 40A north Brunswick Street is concerned about the ground access hatch to the pub cellar on North Brunswick street as they require trucks to pull up for deliveries; and
- A residents group suggested the implementation of a no-right turn restriction from Arbour Hill in conjunction with an access restriction at Oxmantown Road/North Circular Road and to implement a one-way entry "gate" near the boxing club on Arbour Hill to eliminate the rat-running occurring in the mornings.

Smithfield

- An interested party requested the right turn from Grangegorman Lower onto Brunswick Street be facilitated, in order to increase cycling connectivity;
- Several private groups and a councillor are supportive of the proposed plans to block through traffic on Brunswick Street North;
- Several private groups are supportive of the public realm improvements and the one-way traffic routing on King Street North;
- A resident has concerns over the removal of a right-hand turn from King Street North onto George's Lane, and requested that this turn be reinstated to increase local access for residents;
- A private group suggested connecting Blanchardstown to City Centre CBC scheme with Ballymun/Finglas to City centre CBC scheme, along North King Street in order to improve the cycling network in the area; and
- An interested party, residents, a private group and a public body are concerned there is not enough space provided for cyclists / pedestrians around Queen

Street, Blackhall Street, and Blackhall Place. It is suggested that the number of traffic lanes be reduced, or the width of traffic lanes be reduced in order to increase the footpath width and public realm space; and

- A resident suggested moving the cycle track on Queen St to the Smithfield Square side of the street and limiting/removing two lanes of traffic on Queen St south of the Blackhall St junction.

Phibsborough

- Many residents of Phibsborough (Monck Place, Avondale Rd., Great Western Square, Leslie's Buildings) expressed concerns about the traffic impact in the area of Phibsborough, due to the alteration of traffic movement impacting the area (200-300 additional vehicles every morning). Concerns are raised about having Grangegorman as a relief road with traffic being displaced along Avondale Rd. - Monck Place - Great Western Square (creating a rat run to avoid congestion at Doyle's Corner). Concerns are also expressed in relation to rat runs from City Centre to North Circular Rd./N3 and vice versa and for vehicles approaching from the north, seeking to right turn at Doyle's Corner onto the North Circular rd., needing to avail of Monck Place/Avondale Rd. and in relation to other CBCs (03-04);
- Representatives of Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square are concerned about increased traffic on Monck Place/ Avondale Road due to the diversion of vehicles along the CBC and the traffic alterations pertaining to the Finglas & Ballymun Phibsborough Spine. They asked for mitigation measures and for a direct meeting to explain the impact on the neighbourhood; and
- Many residents of Phibsborough raised concerns about little improvements enabling cyclists to cycle on protected lanes since the start of the pandemic, with bollards on the Phibsborough Road and Church St., a parklet and traffic light sequences. Concerns are regarding no protected cycle lane along the scheme and reduction of width of some footpaths, traffic redirection from the Old Cabra Road towards Connaught St, Phibsborough Road and Monck's Place. Concerns also related to environmental problems derived from the extra fumes and traffic (air and noise pollution).

Entire Scheme

The main comments observed include;

- Submissions noted that proposals could potentially need to be revisited due to the impact of Covid-19. In particular, residents are concerned that footpaths are too narrow in current designs, and an increase in footpath width would be required to comply with social distancing requirements and needs;
- Several private groups are concerned that the proposals resulted in a ‘bus bias’ whereby bus provision is prioritised over pedestrians and cyclists;
- Numerous submissions requested cyclist and pedestrian facilities be further prioritised over private traffic, particularly at junctions;
- Numerous submissions requested cycle parking be provided along the route, particularly near bus stops, in order to facilitate multi-modal transport;
- Submissions requested the location of bus stops be chosen based on current demand, future developments, future demand and integration with multimodal transport links;
- Alternative ways to address problems and objectives are suggested, with particular focus on Congestion Charges, Park and Ride facilities, and an Express Bus through the Phoenix Park;
- Concerns are raised that restrictions on main roads and reduced access for cars might force traffic to re-route via Phibsborough. It is noted that this would only move the issue of congestion, rather than solving it;
- Numerous submissions raised concerns about the lack of an EIA in order to adequately assess the effects of the proposals on their community;
- A number of submissions related to concerns of the plans not taking the interests of local businesses and residents into account;
- A resident group and a number of residents suggested the installation of cameras at junctions along the scheme to enforce the new traffic management measures. They also suggested the continued monitoring of such to ensure enforcement and maintenance of the corridor;
- A number of submissions are concerned with the lack of separation between proposed cycle paths and pedestrian paths in some areas as well as safety concerns relating to shared space designs;
- A residents group raised concerns the proposals will jeopardise the Greening Stoneybatter Scheme which seeks to provide a greenway and planting along the route;
- Numerous submissions requested details of traffic management measures that would be implemented to stop rat-running;
- Numerous submissions are supportive of the reduction in tree loss (compared to the EPR) along the scheme;
- Numerous submissions are still concerned about the quantity of trees to be removed;

- Numerous submissions requested further details on the plans for replanting of trees. Submissions request that replanting measures consider drainage, biodiversity and visual impacts into the future;
- Some submissions contested the need for the scheme. These residents feel that the current system works well enough, and the proposals are unnecessary; and
- Numerous submissions are in support of the scheme.