



Appendix C

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



Jacobs

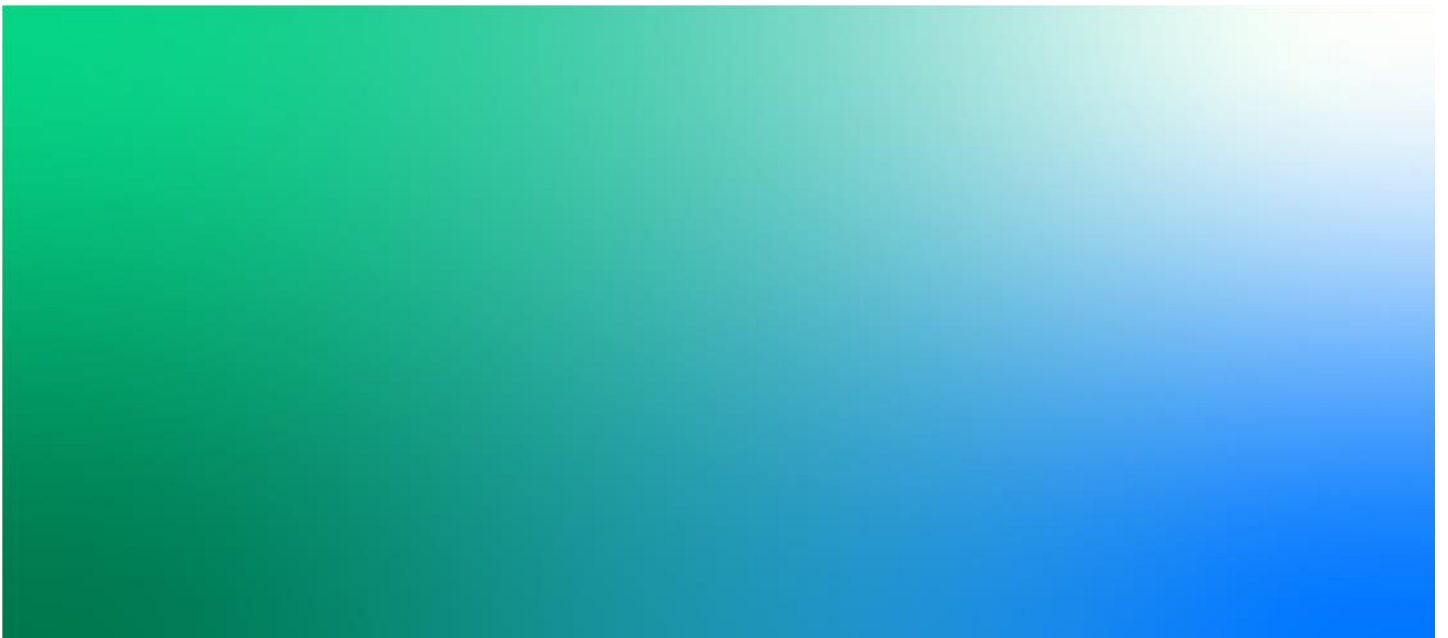
BusConnects Dublin Core Bus Corridor Infrastructure Works - Package B

Liffey Valley to City Centre Core Bus Corridor

Second and Third Public Consultation Submissions Summary Report

31/03/2021

BCIDB



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1. Executive Summary

1.1 Objective of the Scheme

The aim of the Liffey Valley to City Centre Core Bus Corridor (herein after called the Proposed Scheme), is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

The objectives are to:

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

This report focuses on the Core Bus Corridor which runs from Liffey Valley to City centre.

1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the Non-Statutory Public Consultation, as presented on the BusConnects website:

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

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

Anne Graham, CEO of the NTA said:

"In 2018, we first unveiled our plan to deliver continuous bus priority along Dublin's busiest bus corridors and high-quality cycling facilities. Through extensive public consultation and direct engagement with communities across the region, we've been able to pinpoint areas of concern along each of the sixteen routes.

"We have responded constructively to the issues raised and have put forward alternative proposals that help to mitigate many of these challenges raised by the public. This has helped to dramatically reduce the number of properties that will be impacted and to work with communities to create new public realms across the city.

"Considerable emphasis has been given to meeting the needs of the increasing number across the city choosing to cycle to work and college. We're proposing modern infrastructure that will provide new options for children and their families to be able to cycle safely both between, and within, their local communities.

"I'm confident that the revised routes will greatly improve journey times and most importantly will reduce CO2 emissions by having more people move from their car and onto the bus. We are also moving forward to creating a fleet of low emissions vehicles with half of the fleet due to be converted to low emission buses by 2023.

"Although we are aware that a project of this scale and investment will bring challenges, BusConnects is needed now more than ever. With our cities growing, continuous bus priority and more cycle lanes will be needed to create a sustainable public transport system fit for the future. "I would invite the people of Dublin to share their views on the Preferred Route Options in the coming weeks"

A list of the CBCs is provided below;

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

- Bray to City Centre Core Bus Corridor Scheme
- Belfield / Blackrock to City Centre Core Bus Corridor Scheme
- Ringsend to City Centre Core Bus Corridor Scheme

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

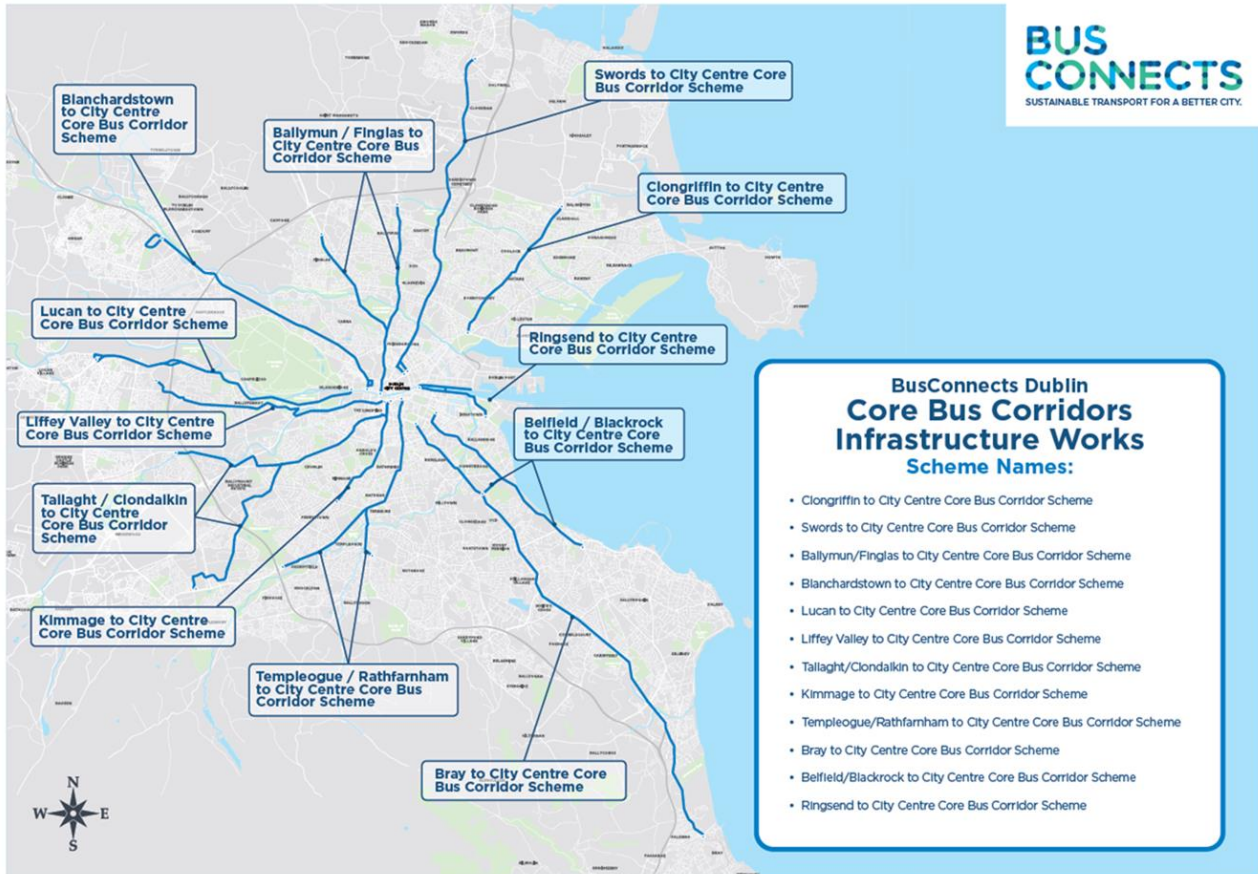


Figure 1: BusConnects Radial CBC Network

1.3 First Non-Statutory Public Consultation

The first round of Non-Statutory Public Consultation on the Emerging Preferred Route for the Proposed Scheme ran from 23rd January 2019 to 30th April 2019, and the output from the consultation has informed the ongoing scheme development. In addition, a number of community fora and localised engagement events have been held covering the whole route, and specific areas respectively.

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

A summary of the key issues raised during the first Non-Statutory Public Consultation are outlined below.

- Grattan Crescent in relation to the proposed removal of mature trees

- Grattan Crescent in relation to the narrowing of the footpath “plaza” outside the school gates
- Access and Parking
- Safety and Speed
- Anticipated increase in traffic volumes
- Heritage and Conservation
- Community
- Cyclists and cycling provision
- Unsuitable Design Solutions
- Bus Stops, Service and Network
- Land Acquisition and Accommodation Works

1.4 Second Non-Statutory Public Consultation

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

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

39 submissions were received as part of the second Non-Statutory Public Consultation. A summary of the key issues raised during the Second Non-Statutory Public Consultation are outlined below.

- Reversal of the Brookfield Road traffic flow and the proposed Bus Gate at Mount Brown
- Cycling provision
- Traffic

- Design Recommendations
- Bus Service and Network
- Impact on Local Business
- Noise, Air and Vibration
- Landscaping

1.5 Third Non-Statutory Public Consultation

The NTA launched the third round of non-statutory public consultation on the 16 Core Bus Corridors being developed as part of the BusConnects programme on the 4th November 2020. The consultation ran until the 16th December 2020.

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

Due to the Covid-19 restrictions, an online virtual room and call back facility was created for members of the public to take part in the consultation. The virtual room provided details of the Preferred Route Option for all 16 Core Bus Corridors. All 16 Core Bus Corridor brochures detailing the preferred routes and associated maps were also available to view and download.

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

- Mount Brown Bus Gate
- Grattan Crescent one-way system
- Traffic Issues along the route
- Cycling Provision along the route
- Impact on parking along Emmet Road
- Landscaping and trees
- Bus Stops
- Accommodation Works
- Design Recommendations

1.6 Summary of the Public Consultations

Below is a summary of the public engagement carried out during the three Non-Statutory Public Consultations on the Proposed Scheme.

- 395 submissions received;
- 3 community forums held; and
- 3 residents group meetings held.

2. Second Non-Statutory Public Consultation

2.1 Overview

Following the first Non-Statutory Public Consultation on the EPR, the development of a Preferred Route Option (PRO) commenced the second public consultation on the Liffey Valley to City Centre Core Bus Corridor Preferred Route Option ran between 4th of March 2020 and 17th April 2020. The COVID-19 pandemic interrupted the public consultation from 12th 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 second round of public consultation:

- All further public information events were postponed;
- The public consultation remained open and submissions could be made by email and by post;
- All 16 PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any queries and questions regarding the proposals could be emailed to the BusConnects team.

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

Copies of the Core Bus Corridor Preferred Route Option consultation brochure were available to the public at the Public Information Events, could be sent by post on request, or for pickup at NTA Office reception, and the Brochure was available for downloading from the Authority's website. Relevant background technical reports 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; by email; or by hand-delivery directly in the reception of the Authority's offices.

2.2 Information Provided in Second Non-Statutory Public Consultation

Information on the public consultation process was published in major print media from the 5th March 2020 including the Irish Times, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Wicklow Times and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM and Nova, beginning on 4th March 2020. Digital media was

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

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

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

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

- BusConnects Dublin Core Bus Corridor Projects, Liffey Valley to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Liffey Valley General Layout Final
- Liffey Valley Le Fanu Option B
- Liffey Valley to City Centre Core Bus Corridor Desktop Safety Review
- Liffey Valley to Christchurch Core Bus Corridor Options Study - Feasibility Report
- Draft Preferred Route Option Report
- Traffic Count Data 2019-2020

2.3 Summary of Public Engagement

Due to the COVID-19 restrictions, the public consultation Event scheduled for the 26th of March was cancelled. Resident meetings were held via telephone. Submission from the public were received by email and post.

2.4 Approach to Assessing the Submissions

There were 39 submissions received as part of the second Non-Statutory Public Consultation relating to the Proposed Scheme. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

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

The responses cover a wide spectrum of views. The majority of the submissions raised concerns about the scheme, or elements therein. Responses to the general BusConnects programme, as opposed to any specific route, included positive comments on the programme and approach, but these have not been analysed for this route specific report. Some submissions were positively supportive of the scheme, while others had only qualified support. Some submissions identified potential alternatives to be considered.

2.5 Analysis of Issues Raised by Section

The Proposed Scheme was divided into five 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 five sections were;

- Section 1 – Liffey Valley to Coldcut Road – Fonthill Road
- Section 2 – Coldcut Road to Le Fanu Road - Coldcut Road, Ballyfermot Road
- Section 3 – Le Fanu Road to Inchicore Road Junction - Ballyfermot Road, Sarsfield Road
- Section 4 – Inchicore Road Junction to South Circular Road Junction - Grattan Crescent, Emmet Road
- Section 5 – Old Kilmainham to High Street - Old Kilmainham, Mount Brown, James Street, Thomas Street, High Street

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

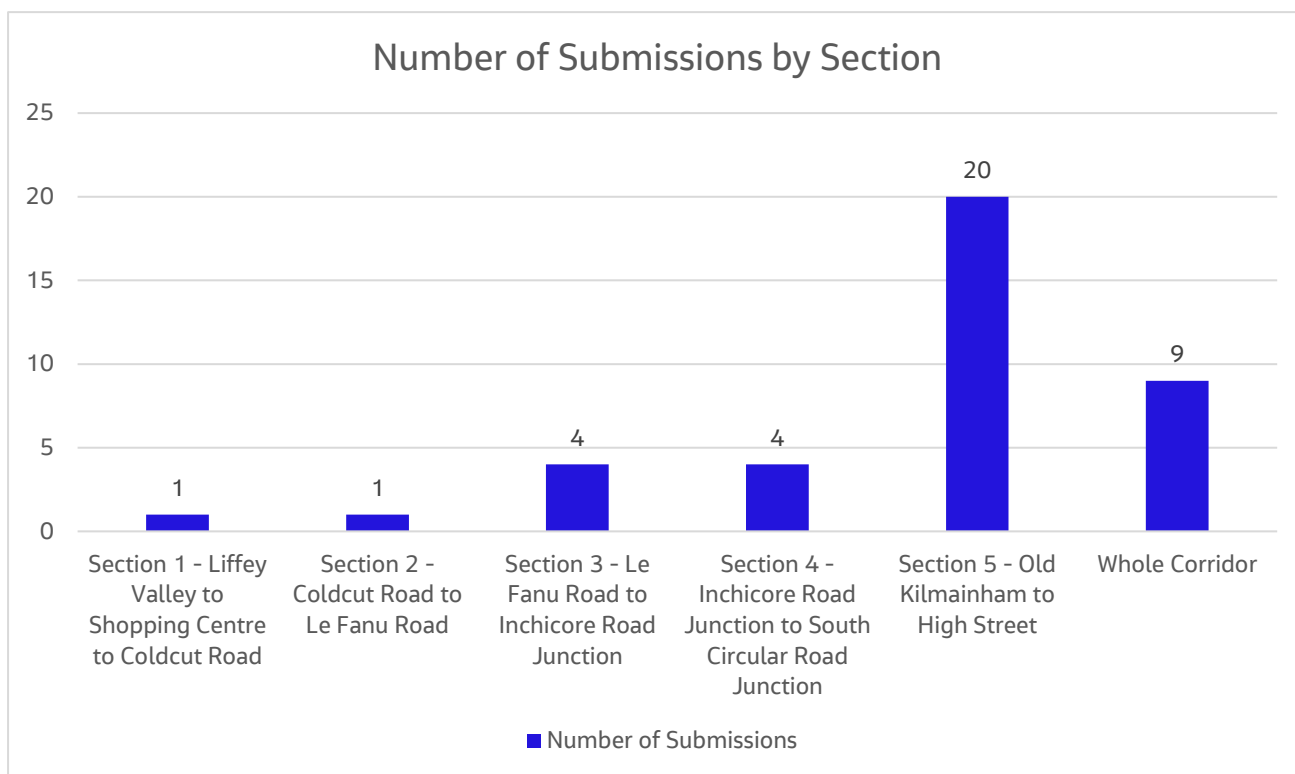


Figure 2: Liffey Valley to City Centre Corridor Map

The section attracting the most comments was Section 5, representing 51% of all comments. These comments were primarily focused on the Bus Gate and the proposed reversal of the one-way directional flow on Brookfield Road. Sections 3 and 4 attracted the second largest number of comments with 10% each. Section 3 comments related to the removal of Ballyfermot Road / Kylemore Road Roundabout and lack of proposed cycle provision. Section 4 referred to the lack of cyclist provision and turning bans along this section.

Tables 1 and 2 below show the distribution of the submissions across the various sections of the route. Certain submissions referred to multiple sections along the route, which is why the total number reported in the tables above is greater than the total number of responses received.

Figure 3: Distribution of Submissions by Section of route



	Number of Comments per Section	Percentage
Section 1 - Liffey Valley Shopping Centre to Coldcut Road	1	3%
Section 2 - Coldcut Road to Le Fanu Road	1	3%
Section 3 - Le Fanu Road to Inchicore Road Junction	4	10%
Section 4 - Inchicore Road Junction to South Circular Road Junction	4	10%
Section 5 - Old Kilmainham to High Street	20	51%
Multiple sections	9	23%
Total assessed to-date	39	100%

Table 1. Percentage of Submissions per Section of Route

2.6 Profile of those making submissions

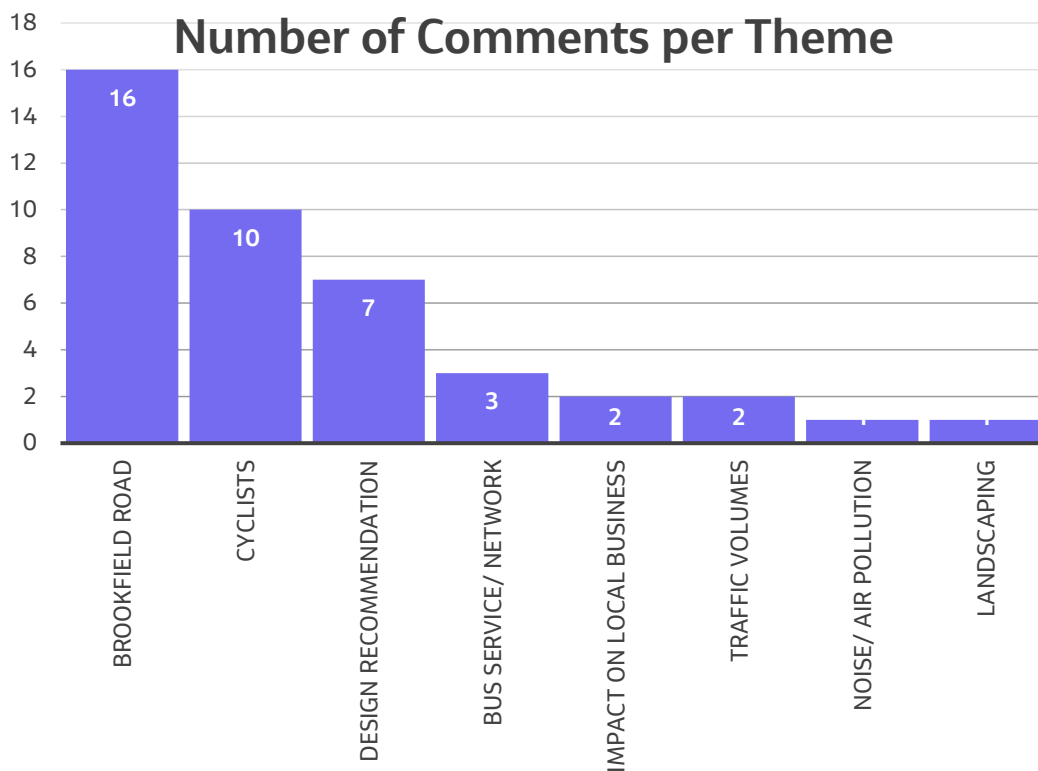
Of the submissions received:

- 64% were from residents of the study area or affected property owners (25 No.);
- 28% from Representative Bodies (11 No.). These included submissions on behalf of Brookfield Road Association, Dublin City Cycling Campaign and companies representing private landowners; and
- 8% from Public Bodies (3 No.), including St. James’s Hospital, Dublin City Council and South Dublin County Council.

2.7 Themes Raised in the Submissions

All 39 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. A single submission may be categorised and summarised under multiple themes. A total of 8 main themes were identified during this review process.

Figure 4. Number of Comments per Theme



Theme	Frequency
Brookfield Road	16
Cycle Safety and Cycle Infrastructure Provision	10
Design Recommendation	7
Bus Service/ network	3
Impact on Local Business	2
Traffic Volumes	2
Noise/Air Pollution	1
Landscaping	1

Table 2. Number of Comments per Theme

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses.

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

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

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

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

- Brookfield Road
- Cycle Safety and Cycle Infrastructure Provision
- Design Recommendations
- Bus Service and Network
- Impact on Local Business
- Traffic Volumes
- Noise, Air and Vibration
- Landscaping

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

Issue 1: Brookfield Road

The draft Preferred Route Option proposed the reversal of the one-way system on Brookfield Road along with the implementation of a Bus Gate at Mount Brown. This element of the design generated the most responses from the second Non-Statutory Public Consultation. 16 out of 39 submissions made by the public mentioned this issue.

Their concerns were in relation to:

- The increase of traffic volumes using the road as a rat-run
- The potential for accidents as vehicles access the narrow street and accelerate up the steep hill

The local residents are concerned that the road will be used by general traffic to avoid the bus gate on Mount Brown and to access St James's hospital campus. The potential for general traffic to use Brookfield Road to avoid the congestion on the South Circular Road was also raised as a concern. This increase in traffic could lead to increased air and noise pollution for local residents.

The second concern with the Brookfield Road proposal is the potential safety issues with the existing narrow cross-section, the steep hill and the proximity of the turning head to the junction. There were concerns regarding the need for traffic to accelerate quickly up the hill in order to make the climb which could result in clashes with pedestrians and contraflowing traffic. The issue of traffic using the turning head conflicting with traffic travelling straight ahead was also raised as an issue.

NTA response to Issue 1:

As part of the development of the scheme, transport and traffic modelling exercises have been undertaken to more accurately understand the wider implications of the reversal of the one-way system on Brookfield Road and the Bus Gate at Mount Brown. As part of the scenario testing various options were modelled including retaining the existing one-way system on Brookfield Road and reversing the direction of the one-way system. The modelling indicated that traffic volumes did not increase significantly on Brookfield Road if the one-way system was maintained as per the existing. When the one-way system was reversed the traffic volumes along Brookfield did increase in the model. As a result, the design was amended to retain the existing one-way system on Brookfield Road.

Issue 2: Cycle Safety and Cycle Infrastructure Provision

10 of the submissions received referred to cycling issues along the route.

The submissions acknowledged the progression of the design over the majority of the route. They also raised the issue of the lack of continuous cycle provision between Sarsfield Road and High Street.

The submissions also called for improved traffic calming measures along Mount Brown to improve the safety of cyclists who have to share the traffic lane along this section.

The stop-start nature of the cycle tracks along James's Street and Thomas Street was also raised as a concern as it required cyclists to re-join the bus lane. The vulnerability of cyclists traveling next to the Luas tracks was also identified as an area of concern.

The lack of an outbound cycle lane on High Street was also raised as an issue. There were some comments requesting to link High Street and Bridge Street Upper, to facilitate the safe crossing of the junction and increase safety along the steep hill.

The issue of cars parking on the proposed cycle track was also raised as an issue. The submission suggested the use of physical measures to prevent this.

Concern was raised regarding the vulnerability of cyclists at the Fonthill Road Roundabouts. They believe the crossings are not adequate for pedestrians and cyclists, as they could create conflict between cyclists and other road users.

There were also calls for all shared surfaces to be removed across the route. These are a particular issue for those with reduce vision, as they may move in the way of oncoming cyclists without realising.

NTA response to Issue 2:

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

As part of the design development, continuous cycle tracks along James's Street, Thomas Street and High Street have now been included in the updated design.

The two existing roundabouts on the Fonthill Road have also been converted to signalised junctions as part of the design development.

Issue 3: Design Recommendations

Of the submissions received, 7 included design recommendations. These were mainly related to the Brookfield Road one way system reversal and the Mount Brown bus gate, with others highlighting potential improvement of the cycle facilities.

Residents in the Brookfield Road area have requested a peak-only bus gate, in order to reduce the strain that may be put on Brookfield Road. This would allow access to the hospital from all roads during off-peak hours.

The lack of cycling provision between Sarsfield Road and High Street was raised as an issue. Acknowledging the lack of available space, there was a request for greater traffic calming measures to increase the safety for cyclists along the route.

Other submissions called for the installation of crossing facilities at St. Laurence's Junction and Cloverhill Junction, to ensure cyclists and pedestrians could cross the carriageway safely. The current plans show the crossing away from the junction which may lead to some road users crossing the carriageway in an unsafe manner.

One submission looked for the use of raised tables across the route, mentioning that areas such as Emmet Road could benefit from similar details as Ballyfermot. It also requested the use of signalised priority for the bus towards Old Kilmainham, to increase bus priority and reduce the physical impact on the area.

A submission called for the improvement of the footways between Sarsfield Road Junction and Inchicore Road. This is to improve the safety of those walking on the narrow parts and improve the connectivity of the school and GAA grounds for pedestrians.

NTA response to issue 3:

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

Issue 4: Bus Service / Network Redesign

There were 3 submissions received referring to the Bus Services and network redesign. The first focused on the bus network and called for less buses to run on the proposed CBC, by diverting more buses onto the Lucan Route and only having local services along the Liffey Valley to City Centre Corridor. Another submission also raised the issues of the reduction in people using the bus following the Covid-19 pandemic.

NTA response to issue 4:

The issues highlighted above relate to the BusConnects Network Redesign which is subject to a separate public consultation process.

Issue 5: Impact on Local Business

Two submissions received raised concern for the street vendors along Thomas Street. The current proposal could result in these vendors having to relocate as all parking is removed and footways are altered.

The second submission noted that O'Hogan Road is used by delivery services to access the shops on Decies Road which would be impacted by the closures of the O'Hogan Road / Ballyfermot Road junction.

NTA response to Issue 5:

Discussions are ongoing with Dublin City Council and key stakeholders regarding the proposals along Thomas Street and the provision of space for market vendors.

The closure of O'Hogan Road is required to facilitate bus priority on Ballyfermot Road. Alternative routes are available via Landen Road and Garryowen Road to access Decies Road.

Issue 6: Traffic Volumes

Local residents expressed concern regarding the existing right turning ban from Emmet Road onto South Circular Road and the proposed Bus Gate on Mount Brown. With the Bus Gate in operation traffic travelling to the St James's campus could divert to Bulfin Road or Brookfield Road leading to an increase in traffic along those roads.

A submission was received regarding the closure of the junction between O'Hogan Road and Ballyfermot Road. There was a concern that the closure of this junction could lead to an increase in traffic volumes on adjacent residential streets.

NTA Response to Issue 6:

A detailed review of directional traffic signs along the route will be undertaken to identify any changes required due to the implementation of measures such as the bus gate on Mount Brown. Traffic accessing the hospital will not be directed to use Bulfin Road or Brookfield Road.

The changes in traffic volumes as a result traffic management measure such as the Bus Gate at Mount Brown and the closure of O'Hogan Road will be assessed as part of the Traffic Impact Assessment. Mitigation measure such as traffic calming measures will be considered as part of the assessment.

Issue 7: Noise/Vibration/Air Pollution

A submission received was in favour of the bus gate in Mount Brown. They highlighted that the bus gate would improve the noise and air pollution on Mount Brown improving the standard of living in the densely populated area.

NTA response to Issue 7:

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

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

Issue 8: Landscaping

The removal of Ballyfermot roundabout was raised in the submissions due to the potential impact on the local character and setting of the area.

A general submission raising concern about mature trees being removed across all schemes was also submitted.

NTA response to Issue 8:

The NTA undertook a detailed analysis of alternative options to provide bus priority at Ballyfermot Roundabout and the introduction of a signalised junction was identified as the best performing option. Significant improvements to the public realm are proposed at this location and throughout Ballyfermot as part of the scheme to enhance the local area.

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

3. Third Non-Statutory Public Consultation

3.1 Overview

The third Non-Statutory Public Consultation on the Liffey Valley to City Centre Core Bus Corridor updated draft Preferred Route Option ran between 4th November 2020 and 16th December 2020.

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

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

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

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 Third Non-Statutory Public Consultation

Consultation on the Liffey Valley to City Centre Core Bus Corridor (CBC) updated Draft PRO ran from the 4th November 2020 until the 16th December 2020.

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

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

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

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

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

- 2018/2019 Consultation Submission Report;
- Liffey Valley General Layout Final;
- Liffey Valley Le Fanu Option B;
- Liffey Valley to City Centre Core Bus Corridor Desktop Safety Review;
- Liffey Valley to Christchurch Core Bus Corridor Options Study - Feasibility Report;
- Draft Preferred Route Option Report ;
- Proposed Approach to Environmental Assessment;
- Draft Transport Modelling Report;
- Traffic Count Data 2019-2020;
- Concept Scheme Drawings for the Emerging Preferred Route (EPR); and
- Concept Scheme Drawings for the Preferred Route Option (PRO).

3.3 Summary of Public Engagement

An online community forum was held on the 23rd November as part of the third Non-Statutory Public Consultation which provided an update on the key changes in the scheme design and an opportunity for the public to ask questions.

An online residents meeting was held on the 4th December focusing on the proposed bus gate in Mount Brown.

The virtual room received 234 views during the third public consultation.

221 submissions were received during the third public consultation.

3.4 Approach to Assessing the Submission

The review of the submissions commenced in December 2020. 221 submissions were received by the NTA for the Liffey Valley to City Centre PRO when the consultation

period closed on the 16th of December 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

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

The responses cover a wide spectrum of views. The majority of the submissions raised concerns about the scheme, or elements therein. Responses to the general BusConnects programme, as opposed to any specific route, included positive comments on the programme and approach, but these have not been analysed for this route specific report. Some submissions were positively supportive of the scheme. Some submissions identified potential alternatives to be considered.

3.5 Analysis of Issues Raised by Section

The Proposed Scheme was divided into five 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 five sections were;

- Section 1 – Liffey Valley Shopping Centre to Coldcut Road – Fonthill Road;
- Section 2 – Coldcut Road to Le Fanu Road - Coldcut Road, Ballyfermot Road;
- Section 3 – Le Fanu Road to Inchicore Road Junction - Ballyfermot Road, Sarsfield Road;
- Section 4 – Inchicore Road Junction to South Circular Road Junction - Grattan Crescent, Emmet Road; and
- Section 5 – Old Kilmainham to High Street - Old Kilmainham, Mount Brown, James Street, Thomas Street, High Street.

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



Figure 5: Liffey Valley to City Centre Corridor Map

The section attracting the most comments was Section 5, representing 22% of all comments. These comments were primarily focused on the Mount Brown Bus Gate. Section 4 attracted the second largest number of comments with 11%, focusing on the restricted movements on Grattan Crescent and the impact on parking and footways along Emmet Road. Section 3 comments related to the lack of proposed cycle provision, and requests for an additional pedestrian crossing at Liffey Gaels GAA club.

Tables 2 below shows the distribution of the submissions across the various sections of the Route. Certain submissions referred to multiple sections along the Route, which is why the total number reported in the tables above is greater than the total number of responses received.

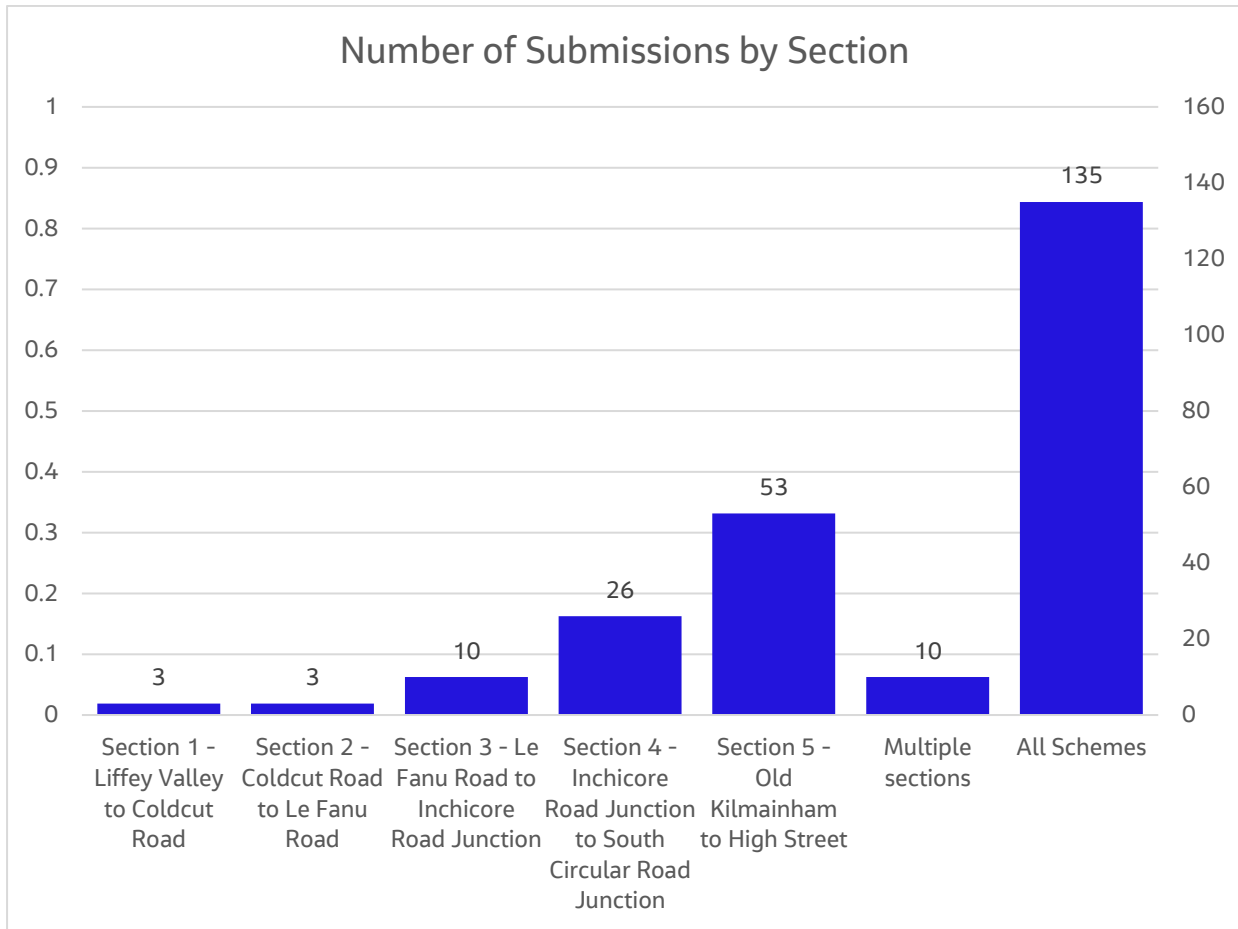


Figure 6: Distribution of Submissions by Section of Route

	Number of Comments per Section	Percentage
Section 1 - Liffey Valley to Coldcut Road	3	1%
Section 2 - Coldcut Road to Le Fanu Road	3	1%
Section 3 - Le Fanu Road to Inchicore Road Junction	10	4%
Section 4 - Inchicore Road Junction to South Circular Road	26	11%
Section 5 - Old Kilmainham to High Street	53	22%
Multiple sections	10	4%
All Schemes	135	56%
Total assessed to-date	240	100%

Table 3. Percentage of Submissions per Section of Route

3.6 Profile of those making submissions

Of the submissions received:

- 71% were from residents of the study area or affected property owners (157 No.);
- 12% from Public Representatives (27 No.);
- 11% from Representative Bodies (24 No.). These included submissions on behalf of Brookfield Road Association, Kilmainham Residents Association, Inchicore Road Resident Group, St. Laurence Glen Committee, South Circular Road Residents Association, Ceannt Fort Residents Association, Dublin City Cycling Campaign and Public Participation Network.
- 5% from Public Bodies (12 No.), including St. James’s Hospital, Dublin City Council, Liffey Gaels GAA Club and South Dublin County Council

3.7 Themes Raised in the Submissions

All 221 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 13 main themes were identified during this review process.

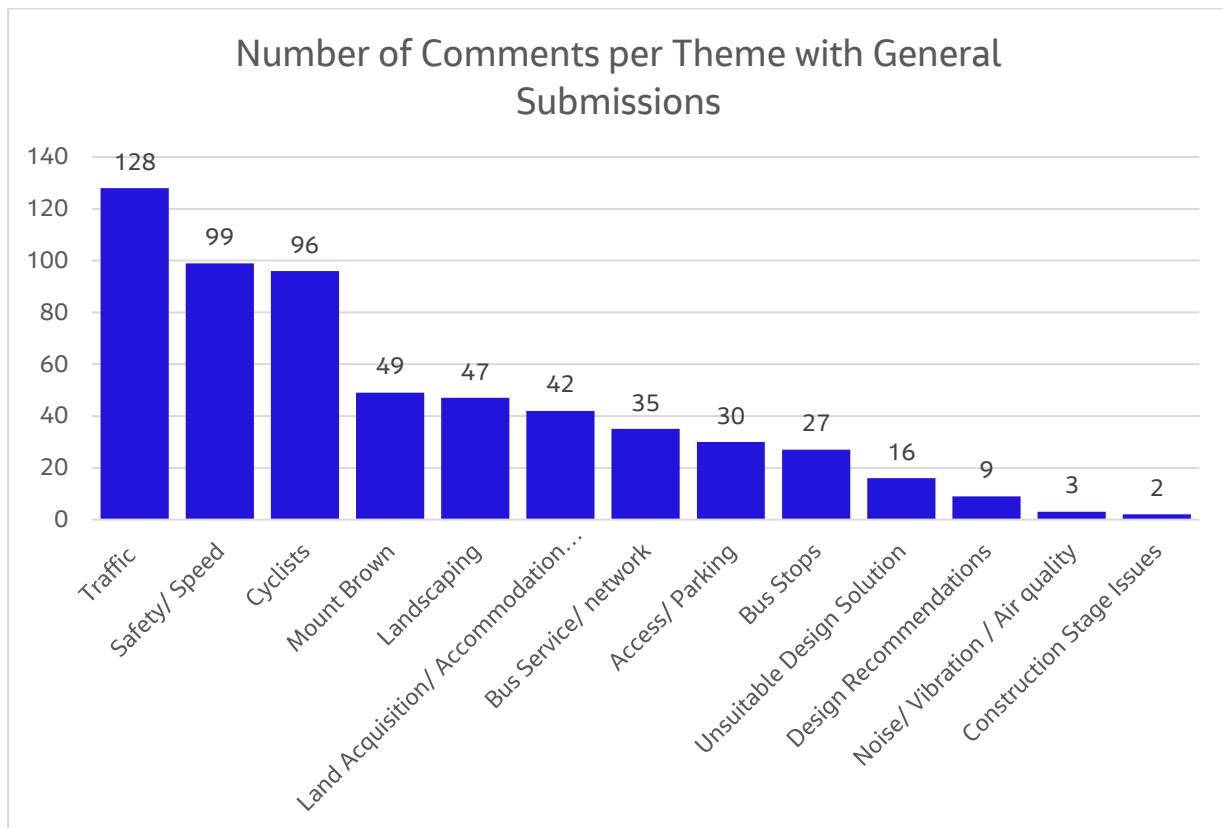


Figure 7. Number of Comments per Theme

Theme	Frequency
Mount Brown	49
Traffic	128
Landscaping	47
Land Acquisition/ Accommodation Works	42
Cyclists	96
Design Recommendations	9
Bus Stops	27
Unsuitable Design Solution	16
Access/ Parking	30
Noise/ Vibration / Air quality	3
Bus Service/ network	35
Construction Stage Issues	2
Safety/ Speed	99

Table 4. Number of Comments per Theme

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses.

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

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

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

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

- Mount Brown Bus Gate
- Traffic Issues
- Cycling Provision
- Landscaping
- Bus Stops
- Accommodation Works
- Alternative Designs
- Parking
- Noise / Vibration / Air Quality
- Bus Service / Network Redesign

- Unsuitable Design Solution
- Construction Stage Issues

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

Issue 1: Mount Brown Bus Gate

The updated draft Preferred Route Option proposed a bus gate in Mount Brown in order to provide bus priority along this section of the route due to the lack of space available to provide bus lanes. A Bus Gate is a sign-posted short length of stand-alone bus lane which is restricted exclusively to buses, taxis and cyclists plus emergency vehicles. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. This element of the design generated the most responses in the third round of public consultation. 49 out of 221 submissions made by the public mentioned this issue.

The vast majority of submissions raised concern with the impact the bus gate would have on local access to and from the area, the length of the diversion route required and the increase in journey times. A number of submissions opposing the bus gate were received from the residents of Ceannt Fort which is located to the east of the proposed bus gate.

Another issue raised in relation to the bus gate was the potential impact on both staff and visitors travelling to and from the St James's Hospital campus.

A number of respondents also raised issues with the suitability of roads such as Bow Lane, Military Road and Marrowbone Lane as alternative routes to avoid the bus gate. There was also concern with the potential increase in traffic on surrounding roads such as the South Circular Road as traffic takes an alternative route to avoid the bus gate.

Mitigation measures such as providing permits for local residents to use the bus gate and only operating the bus gate during the peak periods were also proposed.

A number of submissions supported the proposed bus gate due to the benefit associated with the reduction in traffic volumes along Old Kilmainham and Mount Brown.

NTA response to issue 1:

Based on the submissions received in relation to the Mount Brown bus gate during the third public consultation, alternative feasible options will be considered to try and minimise and/or mitigate impacts on local business owners, residents and community members.

The change in traffic volumes on the surrounding road network as a result of the traffic management measures such as the Bus Gate at Mount Brown will be assessed as part of the Traffic Impact Assessment.

Issue 2: Traffic Issues

The proposed one-way system on Grattan Crescent generated a number of submissions both for and against the proposal. The main concern with the proposed one-way system was the impact it would have on access to and from Inchicore and the length of the diversion route. A number of submissions welcomed the proposal due to the benefit associated with the reduction in traffic volumes in Inchicore and the retention of the existing mature trees on Grattan Crescent.

A number of submissions raised concern that the junction of Cloverhill Road and Coldcut Road could become congested with the proposed bus priority measures at the M50 overbridge leading to delays accessing surrounding residential areas such as Palmerstown Manor and Whitethorn estates.

Another issue raised was the proposal to introduce a right turn from Old Kilmainham to the South Circular Road and the potential delays to traffic this could cause.

A number of responses supported the decision to retain the one-way system on Brookfield Road.

The increase of traffic on the South Circular Road was raised as a concern given the existing congestion currently experienced.

The closure of O'Hogan Road was raised as a concern due to the potential to cause traffic congestion in the area.

The proposed redesign of the Cornmarket junction and the change in the traffic priority was supported in a number of submissions. The conversion of the two existing roundabouts on the Fonthill Road to signalised junctions was also welcomed.

There was also a request to consider expanding the proposed 30kph speed limit along the corridor.

NTA response to issue 2:

The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce through commuter traffic. A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy) is being considered to manage traffic on the road network including measures to mitigate impacts of traffic rerouting onto residential streets.

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

Issue 3: Landscaping

There was a request for additional tree planting along Coldcut Road and Emmet Road.

The removal of the Ballyfermot Road, Kylemore Road roundabout and the impact on the existing trees located in the roundabout was raised as an issue.

A number of submissions queried the impact on existing trees along Mount Brown and Memorial Road.

Submissions were received in support of the alternative design along Grattan Crescent which retained the existing mature trees.

NTA response to issue 3:

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this must be balanced against the requirement to provide sustainable means of moving people around the city-region.

As part of the scheme development, replanting additional trees along both Coldcut Road and Emmet Road will be considered.

The design team undertook a detailed analysis of alternative options to provide bus priority at Ballyfermot Roundabout and the introduction of a signalised junction was identified as the best performing option. Significant improvements to the public realm are proposed at this location and throughout Ballyfermot as part of the scheme to enhance the local area.

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

Issue 4: Land Acquisition/ Accommodation Works

Ten of the submissions received referred to land acquisition and accommodation works along the route.

There were submissions relating to the reconstruction of boundary walls along the route such as at Palmerstown Manor estate and the request that for high quality materials to be used at these locations.

The impact on Markievicz Park was also raised as a concern.

NTA Response to Issue 4:

As part of the design, areas where boundary walls are proposed to be impacted, accommodation works to provide replacements will be provided on a like-for-like basis, in keeping with the existing boundary walls.

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

Issue 5: Cycling Provision

The submission supported the proposed segregated cycling provision along the route and the conversion of existing roundabouts to signalised junctions. There was also support for the design amendments along James's Street and Thomas Street which now provide continuous cycling along this section of the route.

There were a number of design suggestions proposed including providing more island bus stops along the route, provision of cycle parking, amending the junction designs to Dutch junctions or Cyclops designs, additional raised tables as side roads, tightening of curves at junctions and the width of cycle tracks.

Lack of cycling provision for cyclists travelling to and from St Laurence's Road was also raised as an issue. Providing provision for cyclists travelling from Bridgefoot Street onto Thomas Street was also raised as a recommendation.

A number of submissions requested additional cycling provision along Grattan Crescent and Emmet Road.

There were concerns raised with the proposed offline cycle track between James's Street and the St James's campus due to anti-social activity in the area.

NTA response to issue 5:

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

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.

Proposed Designs will be revised in line with current NTA thinking and likely new published NTA standards.

Continuous cycle lanes will be provided wherever enough space is available between existing building/property lines.

Majority of junctions in the revised designs are now protected junctions. Protected junctions with re-designed signal cycles can increase safety for cyclists using junctions, as well as reducing overall times for all road users.

Issue 6: Design Recommendations

A number of submissions were received requesting a toucan crossing to be provided on Sarsfield Road at the entrance to the Liffey Gales GAA club. The existing pedestrian facilities in the area between Inchicore were considered to be poor which was impacting on access to and from the GAA club grounds. There was also the suggestion to ban the right turn from the direction of Ballyfermot, onto Sarsfield Road for buses only to reduce traffic in the area.

There was also a request to make improvements along Le Fanu Road to provide a better connection to the newly amalgamated school at St John College located on Le Fanu Road.

There was also a request to consider providing park and ride facilities.

The provision of a pedestrian crossing on the southern end of Memorial Road was also raised as a suggestion.

NTA response to Issue 6:

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

Issue 7: Bus Stops

A number of submissions requested bus shelters be provided at all bus stops.

Some submissions also raised concerns with island bus stops and the fact that elderly and less able people had to cross the cycle track to access the bus stop.

The proposed location of the citybound bus stop at the St Laurence's Wood apartments on Ballyfermot Road was also queried.

NTA response to Issue 7:

Bus shelters will be provided at all bus stops where possible. Within the proposed bus stop island design, the cycle track is raised to the footway level to avoid any conflict in the level difference for pedestrians wanting to access the bus stop. A signalised crossing will also be provided at island bus stops to allow pedestrians to cross the cycle track in a controlled manner.

Bus stop locations along the scheme have been provided based on the locality to existing bus stops, pedestrian crossings and the distance between bus stops.

Issue 8: Unsuitable Design Solution

This related to the narrowing of the existing footpaths along Emmet Road. They were concerned that the narrower paths could cause difficulty for pedestrians.

NTA response to Issue 8:

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.

Issue 9: Access/Parking

One submission proposed installing restrictions on Kilmainham Lane to reduce rat running in the area.

There were submissions regarding the reduction in the number of on street parking spaces along Emmet Road and the impact this would have on local residents. There was also a request that the proposed parking are be removed from the grassed area on Emmet Road.

NTA response to issue 9:

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

Parking along Emmet Road has been provided with the intention that as many existing parking spaces as possible will be retained. As part of the design development process the parking which was proposed at the grassed area on Emmet has been amended to parallel parking and no longer impacts the grassed area.

Issue 10: Noise/Vibration/Air Quality

Concerns were raised regarding the potential increased pollution in the area resulting from the implementation of the bus gate in Mount Brown. There were concerns also raised with the increased volume of buses travelling through Mount Brown and the possible increase in noise and air pollution as a result. There were also concerns raised regarding the Bus Gate and the potential increase in pollution in the surrounding areas due to diverted traffic, particularly on the South Circular Road.

Another submission mentioned the possibility of structural damage to properties along Emmet Road as a result of the increase in bus numbers travelling along this section and the fact the realignment of the road would bring the buses closer to the houses.

NTA response to issue 10:

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

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

Issue 11: Bus Service/Network

A number of submissions received raised the reliability of the bus service as an issue. In their experience the bus was often late or did not arrive. This led them to choose to use a private car in order to travel to work. They were concerned that this issue will remain going forward, even with the extra provisions provided along the route.

Another raised concern about the lack of bus service onto Tyrconnell Road.

NTA Response to Issue 11:

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

Issue 12: Construction Stage Issues

One submission requested that appropriate site compounds with hoarding are erected along the route to enable safe storage of plant and materials, along with adequate parking for site workers. It was also requested that appropriate work hours are adhered to for the duration of the construction to minimise impacts on the local area.

One submission received raised concern about the access to Whitethorn Crescent during construction. They also raised concern about the reinstatement of the grassed verge separating the main carriageway from the cul de sac.

NTA response to Issue 12:

A construction traffic management plan will be produced which will outline all of the site compounds, locations and appropriate requirements for the construction phases. The scheme impacts residential areas and it would be expected that most construction works would take place during normal working day / social hours.

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

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

Second Public Consultation key issues.

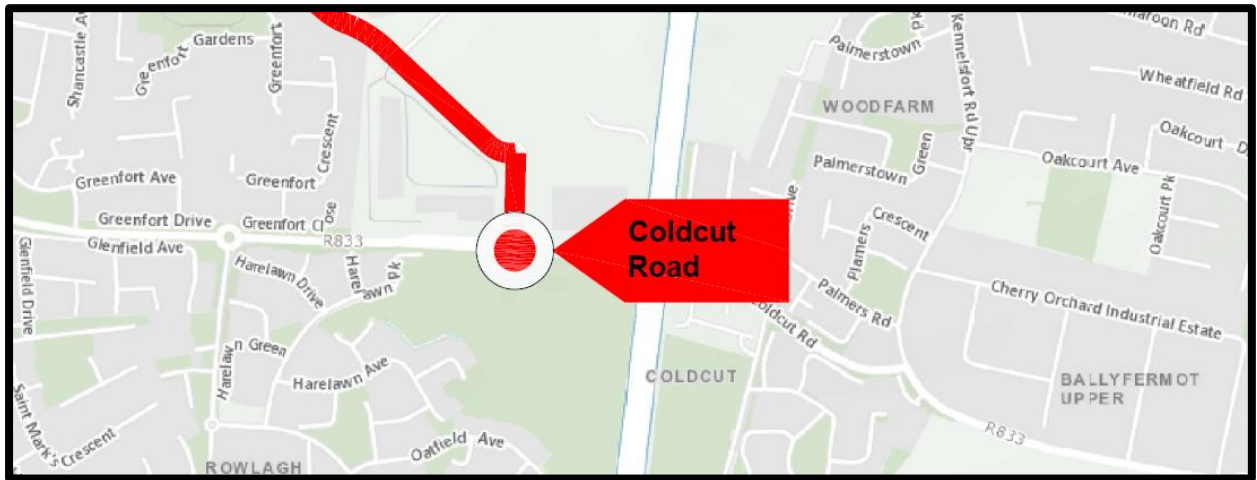
- Brookfield Road
- Cycle Safety and Cycle Infrastructure Provision
- Design Recommendations
- Bus Service and Network
- Impact on Local Business
- Traffic Volumes
- Noise, Air and Vibration

Third Public Consultation key issues.

- Mount Brown Bus Gate
- Traffic Issues
- Cycling Provision
- Landscaping
- Bus Stops
- Accommodation Works
- Alternative Designs
- Parking
- Noise / Vibration / Air Quality
- Bus Service / Network Redesign
- Unsuitable Design Solution
- Construction Stage Issues

**APPENDIX A - Summary of issues raised per section of route
for both 2nd and 3rd Non-Statutory Public Consultations**

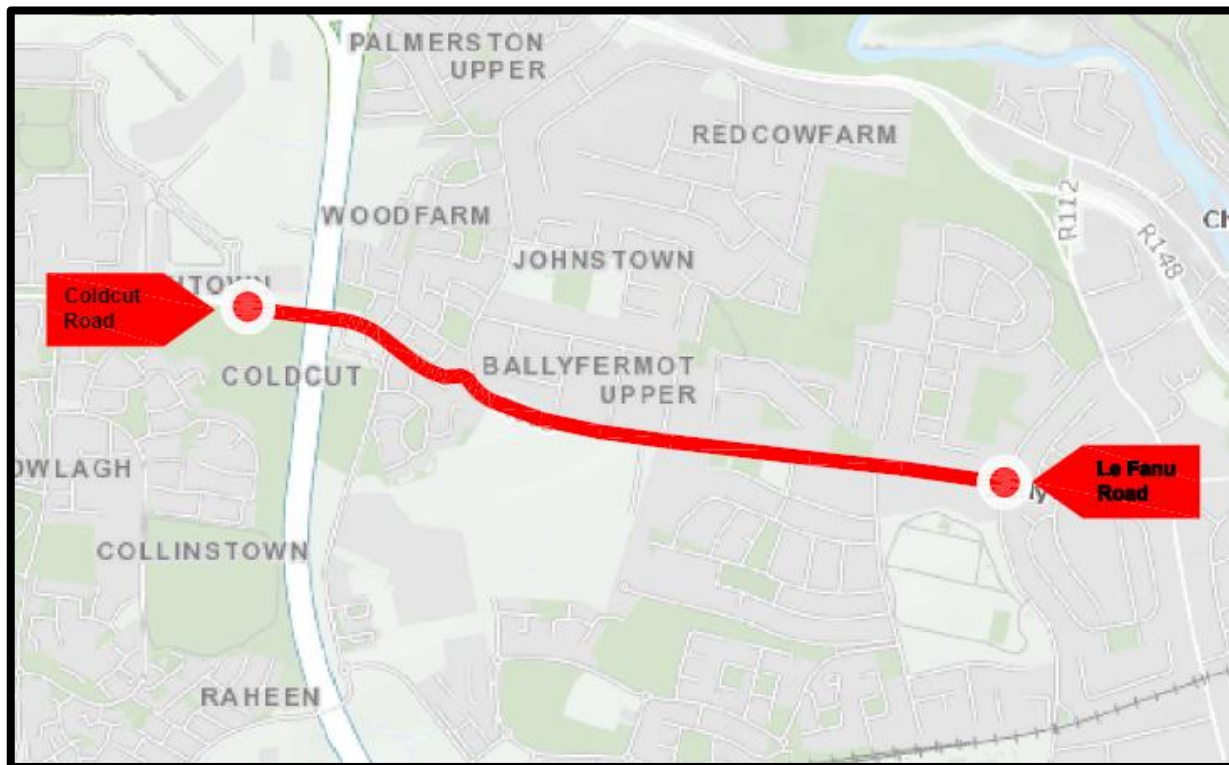
Section 1 Liffey Valley Shopping Centre to Coldcut Road



Main comments noted were the following:

- The two existing roundabout on the Fonthill road were raised as issues and a request was made to convert these to signalised junctions and the shared space facilities removed.

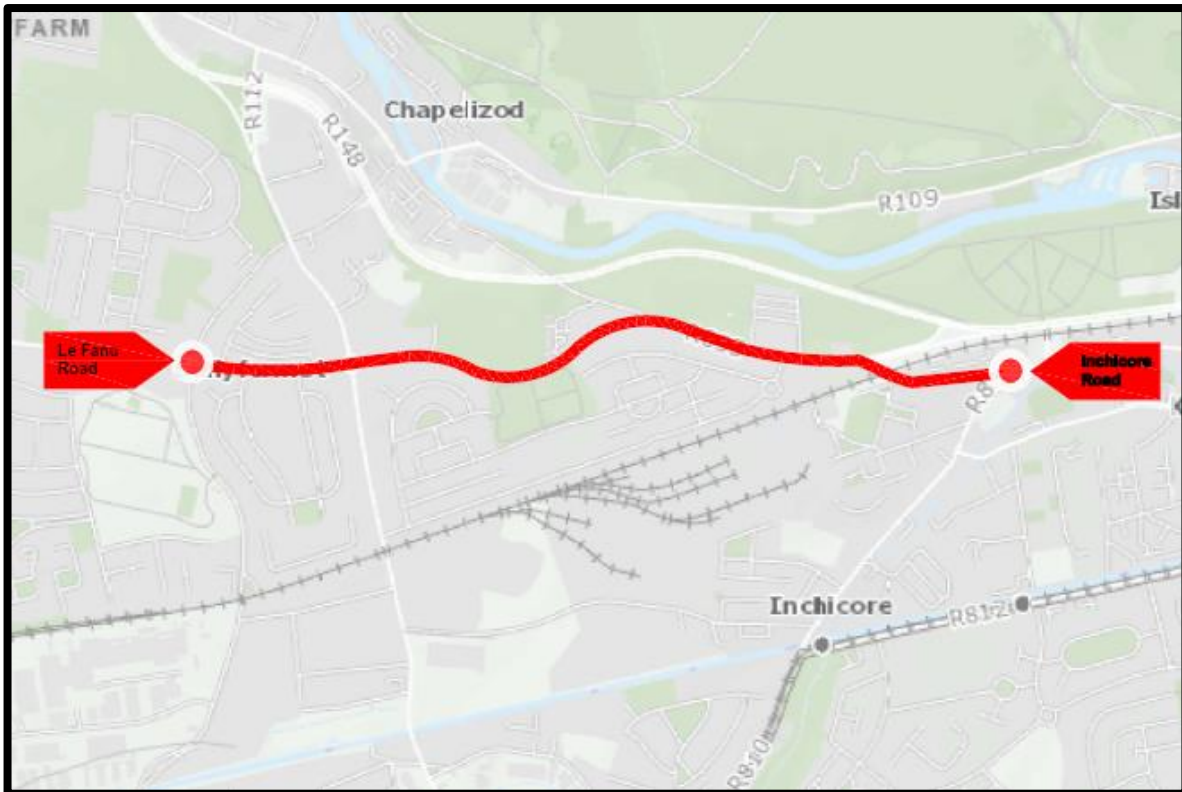
Section 2 Coldcut Road to Le Fanu Road



Main comments noted were the following:

- Cloverhill junction was highlighted as it potentially could have improved cycle provisions. The request was for it to be upgraded to a Dutch-style junction, making it safer for cyclists.
- There were concerns that the priority signalling over the M50 overbridge will result in added congestion on Coldcut Road and Cloverhill Road.
- Opportunity for additional tree planting on Coldcut Road

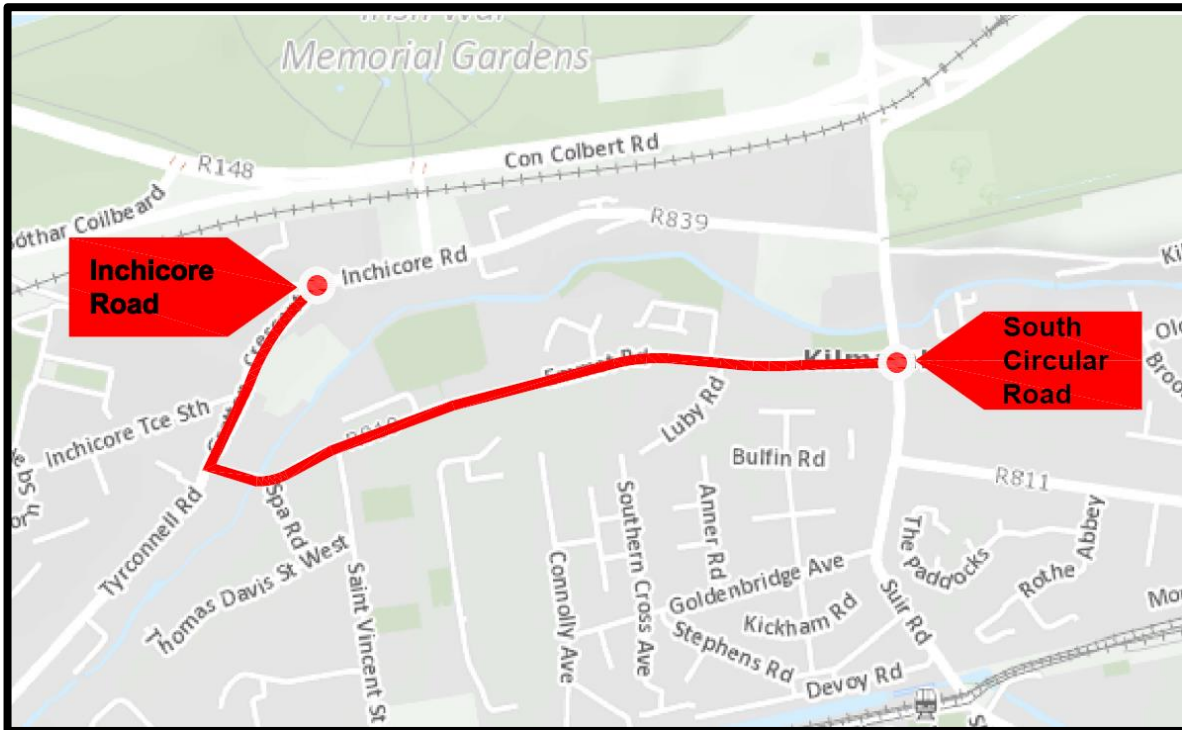
Section 3 Le Fanu Road to Inchicore Road Junction



Main comments noted were the following:

- The removal of Ballyfermot Roundabout would change the character of the area and lead to increased traffic speeds in the area.
- The closure of O'Hogan road would lead to increased traffic on the surrounding roads.
- The impact on Markievicz Park
- St. Laurences Road junction was identified for having inadequate crossing facilities for cyclists and pedestrians.
- Bus Stop locations
- The narrow footway widths on Sarsfield Road were identified as a potential safety concern.
- Requests for a toucan crossing at Liffey Gaels GAA club
- Request to improve Le Fanu Road to facilitate the new school at St Johns College

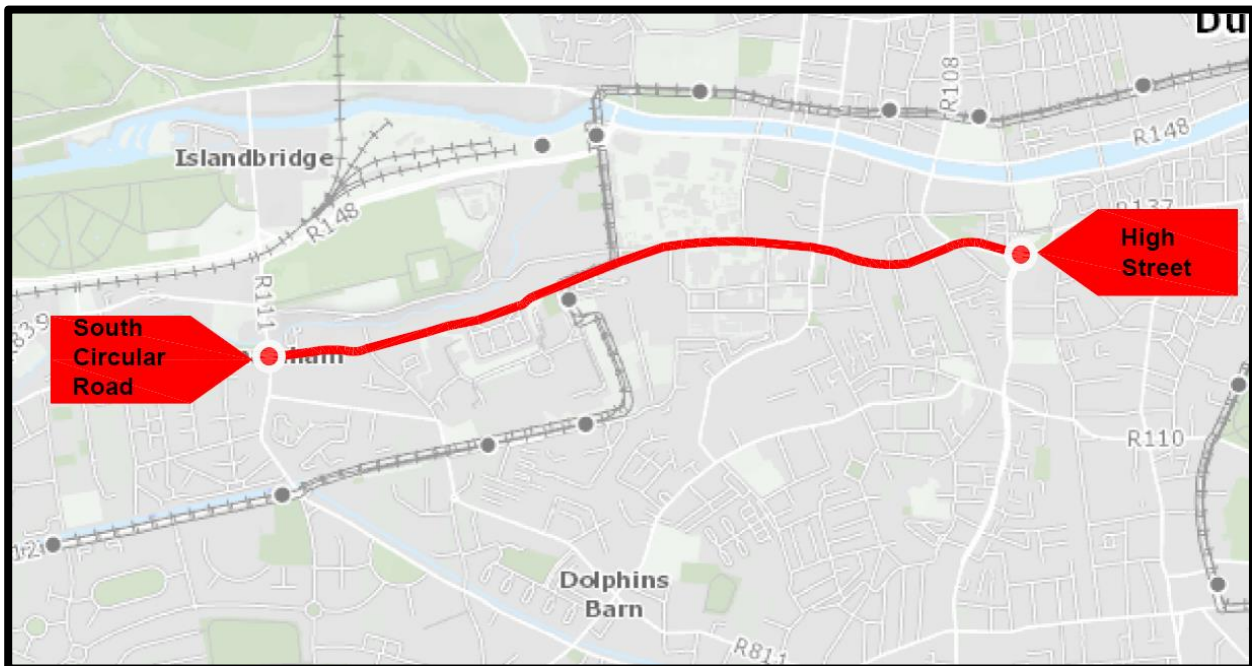
Section 4 Inchicore Road Junction to South Circular Road Junction



Main comments noted were the following:

- The impact on the CIE Works Estate and the potential of lengthy diversions for locals was highlighted due to the traffic restrictions on Grattan Crescent, preventing general traffic from traveling north.
- The right turning ban onto South Circular was also mentioned as it may lead to some traffic using Brookfield Road to access the South Circular road at the Rialto Hospital entrance.
- The lack of cycling provision in this section was raised as an issue.
- Request for a pedestrian crossing south of Memorial Road.
- Reduction of parking along Emmet Road.
- Concern about buses traveling closer to homes along Emmet Road due to narrower footpaths.

Section 5 Old Kilmainham to High Street



Main comments noted were the following:

- The reversal of the one-way system on Brookfield Road.
- The bus gate on Mount Brown and the resulting restrictions for local and hospital access.
- Increase of pollution in the surrounding areas as a result of the Mount Brown Bus Gate.
- Increase traffic calming measures should be considered to maintain the 30kph speed limit through the area.
- The lack of cycling provision in this section and the stop start nature of the cycle tracks on James Street and Thomas Street.
- The removal of the right turn ban from Old Kilmainham to South Circular Road.
- The increase in traffic on South Circular road.
- Support for the redesign of Cornmarket Junction.
- The removal of trees on Mount Brown.
- Concerns of anti-social activity due to James Street offline cycle track.

Multiple Sections along the Route

Main comments noted were the following:

- The impact of through traffic across the study area on communities has been highlighted as being an issue
- Cyclist safety and provision improvement should be considered further throughout the scheme, with the use of more Dutch style junction and more island bus stops
- Request for 30kph speed limit along the route
- Providing bus shelters at all stops
- Boundary wall reinstatement
- Provide adequate site compounds along the route