



Appendix B1

Ballymun to City
Centre Core Bus
Corridor – 1st Non-
Statutory Public
Consultation
Submission Report

BusConnects Dublin Core Bus Corridor Projects

Corridor 3 – Ballymun to City Centre

Emerging Preferred Route – Public Consultation Report 2018/2019

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1. Executive Summary

1.1 Objective of the Scheme

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

This report focuses on the Core Bus Corridor which runs from Ballymun to the City Centre (Route 3).

1.2 Purpose of the Non-Statutory Public Consultation

The purpose of the non-statutory public consultation is to understand the initial public reaction to the conceptual proposals, before those proposals are refined and further developed for the formal statutory planning process.

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

Third and last phase of the Core Bus Corridor project launched

The National Transport Authority has today announced details of the third phase of the BusConnects Core Bus Corridor project with the unveiling of the final six of the sixteen routes that are earmarked for development.

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

Bus services provide 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 rollout of the Core Bus Corridor project.

The first phase of the public consultations commenced in November 2018 with the second phase started in January 2019. The latest public consultation for phase three is commencing today on the Emerging Preferred Routes for the following six corridors:

- **Ballymun to the City Centre (Option A & B)**
- Finglas to Phibsborough
- Bray to the City Centre
- UCD Ballsbridge to the City Centre
- Blackrock to Merrion
- Ringsend to the City Centre

All property owners potentially affected by today's announcement have been notified by post with one-to-one meetings being offered in the coming weeks with those potentially impacted. The public consultation will run until the 30th April 2019.

On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by 18% in the period 2015 to 2018. However, the millions of passenger journeys taking place on each of these corridors are facing increasing congestion with delays being frequently experienced by commuters.

In launching the public consultation, Anne Graham, CEO of the NTA said: "Today marks the launch of the last in a three-step process of public consultation with the details of the Emerging Preferred Routes being unveiled for the final six Core Bus Corridors.

"In recent days, the NTA has notified the up to 390 property owners along the final six routes who may be potentially affected by the Emerging Preferred Routes and offered one-to-one meetings to discuss the proposals and listen directly to their feedback. We would also encourage property owners to engage in the consultation process that is underway until the 30th April so we can look at the issues they wish to see addressed.

"Throughout the development of this project, we are committed to deepening engagement with communities along each of the sixteen routes and the up to 1,470 property owners potentially impacted by the project. That is why we have been holding public information events in recent weeks and will hold similar such events for phase 3 in the next two months.

"It has been encouraging to see the high level of engagement that we have witnessed as part of the consultation process. Through feedback and observations, we have already suggested a number of solutions including an alternative layout at Santry on the Swords to City Centre route.

"At the NTA, we are eager to hear the concerns of all those potentially impacted and ensure they are updated at every step of the project. The Community Forums rolled out in recent weeks allow a continuous two-way dialogue with community leaders, residents' associations, special interest

groups and public representatives. The dates of the forums for phase three corridors will be finalised very shortly.

“With the city due to grow by 25% and congestion one of the most significant challenges facing the Dublin region, the BusConnects Core Bus Corridor project is needed now more than ever. Through the development of continuous bus priority and segregated cycle lanes we can meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists.”

1.3 Public Consultation Process for BusConnects

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

Phase 1: 14th November 2018 to 29th March 2019

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

Phase 2: 23rd January 2019 to 30th April 2019

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

Phase 3: 26th February 2019 to 31st May 2019

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

The location of each of the emerging preferred routes can be seen below in Figure 1.

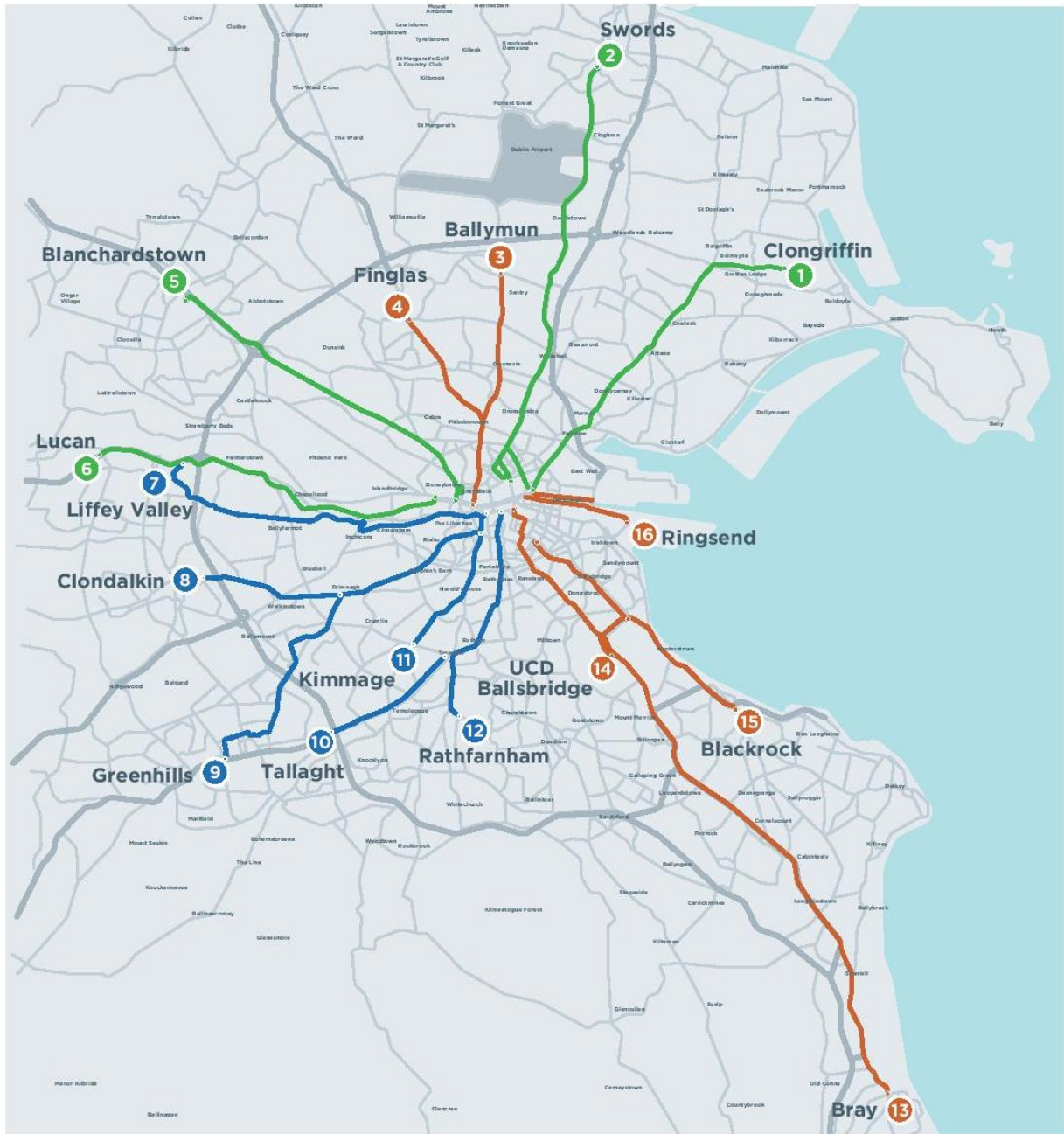


Figure 1: Radial Core Bus Corridors

1.4 Information Provided in Public Consultation

The Public Consultation document provided is available in the BusConnects website:

<https://www.busconnects.ie/media/1583/3-busconnects-cbc-ballymun-to-city-centre-300419-fa-web.pdf>

Additional information was provided on the National Transport Authority website including:

- Ballymun CBC Drawings;
- Ballymun report addendum St Mobhi Road;
- Preliminary Safety Health Plan Revision 1;
- Route Options Assessment.

1.5 Submissions Received:

475 submissions were received for the Ballymun Corridor, ranging from personal submissions from residents and commuters to various associations and private sector businesses. Some individual consultation meetings took place and the notes of those meetings were also included in the analysis.

1.6 Principal Issues Raised:

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

The issues raised included:

- 1) Environmental Issues;
- 2) Options St. Mobhi Road;
- 3) Traffic and Access Impact;
- 4) General comments and disapprovals;
- 5) Suggestions for modifications;
- 6) Impacts on Community;
- 7) Metrolink concurrency;
- 8) Safety Concerns;
- 9) Reduction of Car Parking;
- 10) Loss of Property Value and CPO concerns;
- 11) Cycle Route Concerns;
- 12) Bus lanes, stops and routes;
- 13) Pedestrian traffic, crossings and accesses;
- 14) Visual impact concerns;
- 15) Supportive messages; and
- 16) Lyndsay Road & Iona Road.

2. Introduction

The public consultation for the sixteen radial core bus corridors took place on a phased basis from November 2018 until May 2019. These public consultations are the start of a detailed process of engagement and communication prior to detailed designs being finalised and planning permissions sought. Consultation on the Ballymun Core Bus Corridor project commenced in February 2019 for a period of 3 months to end May 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 25th February 2019 and a one-to-one meeting was offered in each case.

A public consultation event took place on 10th of April 2019 in the The National Transport Authority office on Harcourt Lane, Dublin 2 and the 19th September 2019 in the Ballymun Axis Arts Centre.

A Community Forum event took place on 3rd of April 2019 in the Ballymun Axis Arts Centre.

Copies of the Project Information Brochure were placed in the reception of the Authority's office and the document was available for downloading from the Authority's website. The Public Consultation Document was accompanied by a number of background technical reports that were also available for public viewing.

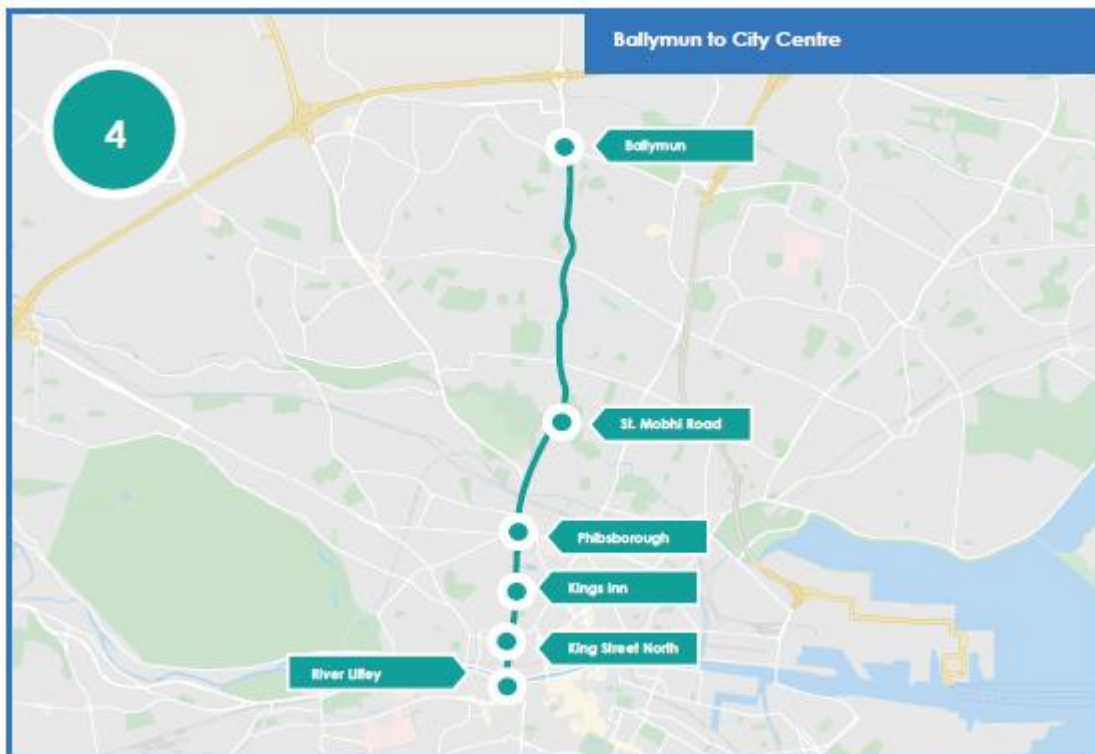
An advertisement was placed in the Irish Times on the 28th of February 2019 inviting interested parties to make a written submission by post; by email; by using a form on the Authority's website; or directly in the reception of the Authority's offices.

3. Approach to Assessing the Submissions

The review of the submissions commenced by the Authority and its consultants on 18th June 2019 once the submissions were initially recorded and catalogued by the Authority. 472 submissions were received by the NTA when the consultation period closed on 31st of May 2019.

4. Analysis of Issues Raised by Section

The issues raised in each submission was entered and categorised in the database by geographical section, by issues type and comment type.



While some submission covered the whole route corridor, others concentrated on more local areas. These areas were:

- Section 1: Ballymun / Santry Cross to St Mobhi Road;
- Section 2: St Mobhi Road / Phibsborough / Kings Inn
- Section 3: Kings Inn Street to North King Street; and
- Section 4: North King Street to the River Liffey quays.

There were other submissions that were general in nature and not geographically specific, related to the overall philosophy of the project, cycle routes, pedestrians and footpaths, etc., so these are categorised separately as "Multiple Sections".

The distribution of the submissions across the sections of the route and by general topic are shown in the following graph.

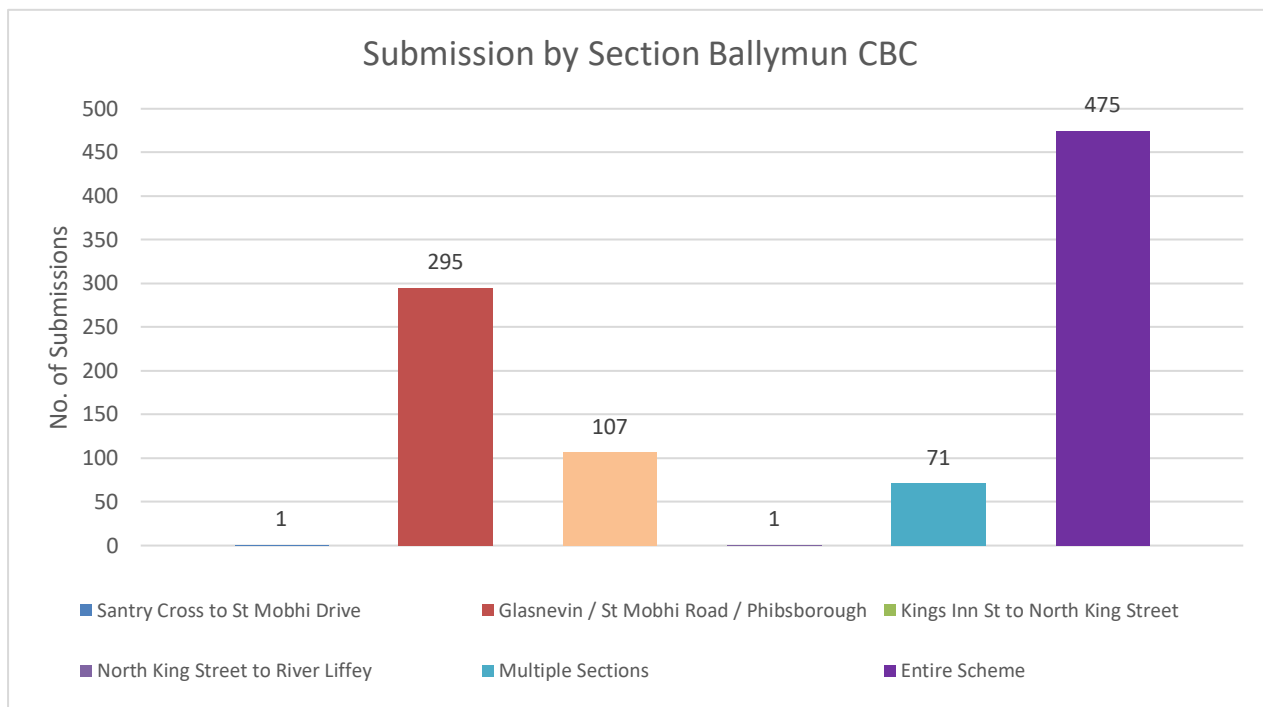


Table1. Distribution of responses by Section of Route

Section	Number of Comments	Percentage
Start of the project: Santry Cross to St Mobhi Road	1	0.2%
Glasnevin / St Mobhi Road / Phibsborough	295	62.1%
Kings Inn St to North King Street	107	22.5%
North King Street to River Liffey	1	0.2%
Multiple Sections	71	15%
Total	475	100%

Table2. Number of responses per Section of Route

5 Profile of those making submissions:

Of the submissions received,

- 96% were from **residents of the study area** and typically referred to local matters;
- 4.0% others

6 Themes Raised in the Submissions

All 475 no.submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 6 main themes were identified during this review process.

Theme	Frequency
Accessibility/ Traffic Impact	560
Safety	160
Land Use / Economy	282
Environment	306
Social Impact	386
Options St. Mobhi Road	79

7 Summary of the Main Issues Raised

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 as summarised in Appendix A, the key issues related to the project are as follows:

1. Environmental Issues;
2. Options for St. Mobhi Road;
3. Traffic and access impacts;
4. Metrolink;
5. Car Parking;
6. Loss of Property Value / CPO Issues; and
7. Cycling Facilities.

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

Issue 1: Environmental issues

Most of the submissions received in related to potential environmental impacts of the scheme, referred to trees. The removal of mature trees in the vicinity of St. Mobhi Road was the most commented upon issue. Reasons for this concern include: the environmental impact of cutting down highly valued mature trees; the loss of natural noise reduction barrier; the loss of pollution absorption; the loss of nice and friendly public space; the loss of safety protection for pedestrians; the visual impact of losing tree-framed street; the loss of historical “village” character of the area; and the loss of value of the properties. The suggested mitigation measures for tree cutting were criticised in some submissions as being vague and non-specific – particularly the suggestion that replanting would be applied “where feasible”. Concerns were also raised about stability problems for buildings due to the uprooting of the mature trees at St Mobhi Road

The project is considered not to sufficiently reduce air pollution and address climate change on the basis that general traffic levels will remain or increase in places.

Some submissions criticized the lack of evidence of an Environmental Report being undertaken. They requested that an Environmental Assessment should be undertaken and made available for public consultation.

The lack of coordination with the Phibsborough Local Environment Improvement Plan (LEIP), in terms of public realm objectives such as raised pedestrian crossings, increase of green areas, reduction of pollution, etc. was also criticised.

Response to Issue 1 – Environmental Issues

In the Glasnevin area the scheme has been revised to select Option A with a northbound Bus Gate at the junction of St Mobhi Road and Griffith Avenue. Option A has been further modified to reduce the need for road widening along Mobhi Road. This allows for the retention of almost all of the existing trees. The proposals to include a northbound Bus Gate at the junction of St Mobhi Road and Griffith Avenue will provide bus priority and reduce through traffic along St Mobhi Road.

The revised scheme contains proposals for significant urban realm enhancements at focal points in Phibsborough Village and Glasnevin Village.

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

The potential impacts of the proposed scheme 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. This assessment will include for noise and air pollution generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 2: Options for St. Mobhi Road

The majority of submissions received in relation to the proposed options for St. Mobhi Road preferred Option A.

Response to Issue 2 – Mobhi Road Options

The scheme has been modified to select Option A with a northbound Bus Gate at the junction of St Mobhi Road and Griffith Avenue.

Issue 3: Traffic and Access Impacts

A large number of submissions were received in relation to variety of traffic issues. Many submission were concerned in relation to the displacement of traffic from St. Mobhi Road and potential diversions associated with bus priority measures in the Glasnevin area.

Some submissions were received expressing concerns about traffic diverted to Phibsborough from CBC 5 Blanchardstown Corridor at Old Cabra Road, leading to traffic congestion affecting the Village character area.

There were also concerns in relation to potential traffic congestion at Griffith Avenue / St Mobhi Road, Botanic Road / Botanic Road / Hart's Corner. Some concerns were raised about the impact of Option A diverted traffic along Botanic Road, Glasnevin Hill and Ballymun Road.

Finally, concerns were raised about the effect of traffic increase in Coleraine Street due to the proposed diversion of the left-turn into North King Street leading to through traffic in a quiet residential street.

There were concerns that the project has been carried out without proper traffic surveys, and commentary that traffic problems are concentrated only in peak hours, mainly in the morning rush hour southbound. Time-based measures were requested: e.g. alternative direction lanes and bus lanes only during peak hours.

Response to Issue 3 – Traffic and Access

The proposed bus gate at the northern end of St. Mobhi Road at the junction with Griffith Avenue is required to ensure northbound bus priority. It is proposed that northbound general through traffic will be directed at Hart's corner to follow an alternative route via Finglas Road, Old Finglas Road, Tolka Estate and Griffith Avenue West in advance of the Glasnevin area.

Local northbound traffic on Botanic Road and Glasnevin Hill will be diverted westward along Old Finglas Road and northward along Cremore Villas to join Griffith Avenue to return to Ballymun Road. At the local level, it is also proposed that Ballymun Road Lower will be restricted to one-way traffic flow southbound over a short section where the road is too narrow for a significant volume of two-way traffic.

The scheme has been amended to remove the proposed left turn ban into North King Street to eliminate the potential for increase traffic on Coleraine Street due to the previously proposed diversion

As part of the next stage of the project a substantial transport and traffic modelling exercise will be undertaken to more accurately understand the implications of the proposals at both a city-wide scale as well as at individual junctions. Once these implications are more precisely defined, they will inform the next stage of design, with appropriate treatment provided to ensure that the objectives of the scheme are fulfilled while catering for the needs of all road users. The impacts of the scheme on the surrounding road network, outside of the main CBC route, will also be assessed as part of this exercise, with appropriate treatment and or mitigation measures, including turn bans, provided where necessary. This exercise will help inform a more detailed assessment of the appropriate hours of operation of the proposed and existing bus lanes through the BusConnects scheme

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 its assessment of the scheme.

Issue 4: Metrolink

Numerous submissions for the Ballymun Corridor questioned the relationship between BusConnects and the proposed Metrolink project along largely the same route.

Response to Issue 4 – Metrolink

The BusConnects and Metrolink are complementary projects to deliver a city-wide integrated public transport network. BusConnects can provide improved public transport services that are needed on this corridor in advance of Metrolink, and will continue to provide complementary services and interchange thereafter. The metro stations will be widely spaced along the route at typically 1km or more intervals. The bus route will have 2 or 3 stops over such a length which provides a more accessible service at a local level, especially for those with reduced mobility. The Bus Connect scheme will be designed to interface with Metrolink at these stations to ensure passengers will be able to transfer from bus to metro as required.

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 its assessment of the scheme.

Issue 5: Reduction of Car Parking

A number of submissions were received in relation to the proposed removal of on-street parking at a number of specific locations. Many submissions claim there is not enough parking spaces currently in the area, and loss of parking lots will impact on families. Some of the properties affected by potential land acquisition in their front gardens raised concerns that there will not be enough space for them to park within their properties.

Submissions were received from Coleraine Street residents who are concerned about reduced on-street parking when the street is open to more through traffic.

Some residents of St Mobhi Road also raised concerns that the on-street parking spaces in front of their homes will be removed due to the road widening and are concerned about difficulty to cross the street to the alternative parking proposed on the other side.

Response to Issue 5 - Reduction of Car Parking

Part-time parking in the bus lanes on Ballymun Main Street at the northern end will be removed to enable full-time bus lane operation and the provision of segregated cycle tracks.

The revised scheme proposals along St. Mobhi Road will allow for the retention of a small number of on-street parking spaces at some houses where they do not have driveways.

Along Phibsborough Road between Doyle's Corner and Western Way most of the existing on-street parking bays will be retained so that the overall reduction on parking will be reduced. There will be no change to existing parking arrangements at Coleraine Street, and it is no longer proposed to change the access arrangements for cars at this location.

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 its assessment of the scheme.

Issue 6: Loss of Property Value and CPO Issues

Various submissions commented generally on the potential negative impact for the value of their properties where directly affected by proposed acquisition of a portion of their site for the proposed road widening for bus lanes.

Several submissions are concerned about generalised loss of property values across the area as a result of the scheme that will affect many people other than those directly impacted by the purchase of part of their site.

Response to Issue 6 - Loss of Property Value and CPO Issues

The revised proposals for the Ballymun CBC along St. Mobhi Road has reduce the need for road widening along Mobhi Road. There will now be significantly less encroachment onto private properties along the corridor overall. In total, the revised proposals have reduced the number of properties impacted from 34 to approximately 13no.properties.

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

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which 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 its assessment of the scheme

Issue 7: Cycling Facilities

A number of concerns were raised in relation to the proposed cycling facilities. There was a preference within the submissions received for fully segregated and continuous cycle tracks. There were also safety concerns raised in relation to junction crossings, especially at the one-way systems at Hart's Corner and Griffith Avenue. There was a mixed response to the proposed Royal Canal Bank cycle route with suggestions for an underground crossing of North Circular Road. Concerns were also expressed about interactions between pedestrians and cyclists at bus stops.

Response to Issue 7 – Cycling Facilities

The design of the Ballymun CBC has been revised to ensure that the proposed corridor will have segregated cycling facilities along the full length.

A two-way segregated cycle facility is now proposed for cyclists to bypass the one way traffic system at Hart's corner.

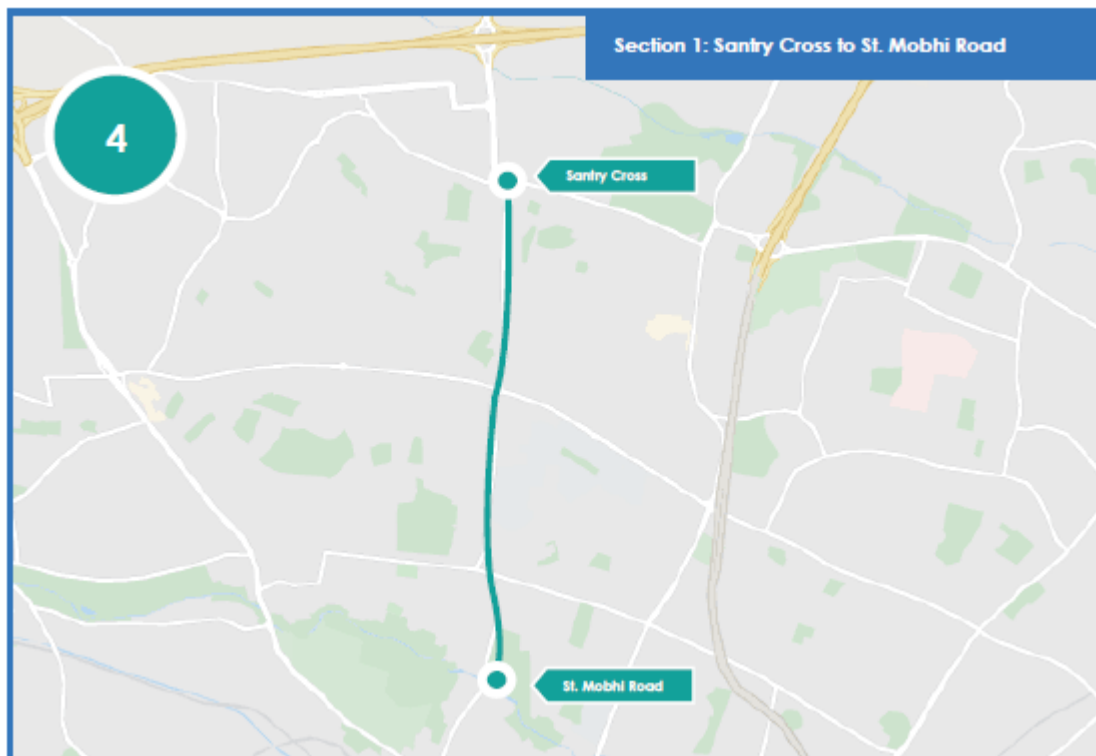
The scheme had been modified to include a bridge on North Circular Road to span over the proposed Royal Canal Bank cycleway at a lower level.

The final designs will be rigorously assessed against all relevant design standards. In particular, pedestrian and cyclist safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme.

APPENDIX A

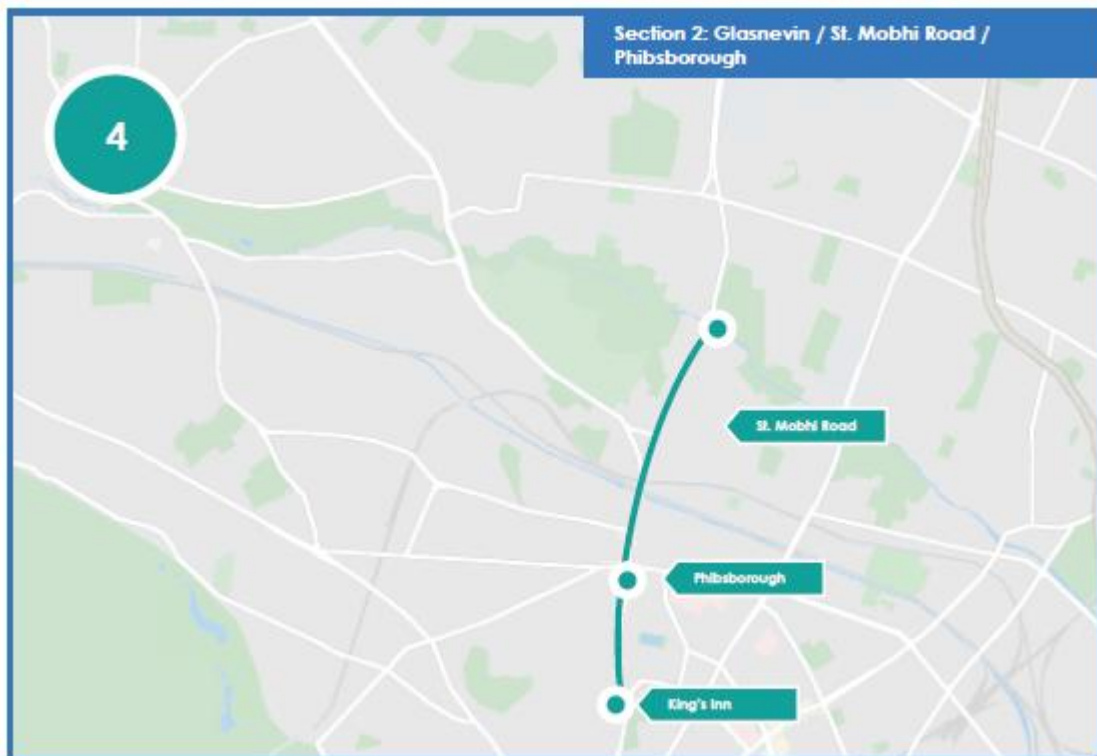
SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

Section 1: Santry Cross to St Mobhi Road.



Only one comment noted. This was a submission from Dublin Airport, suggesting that an extension of this bus route to the Dublin Airport Campus should be considered.

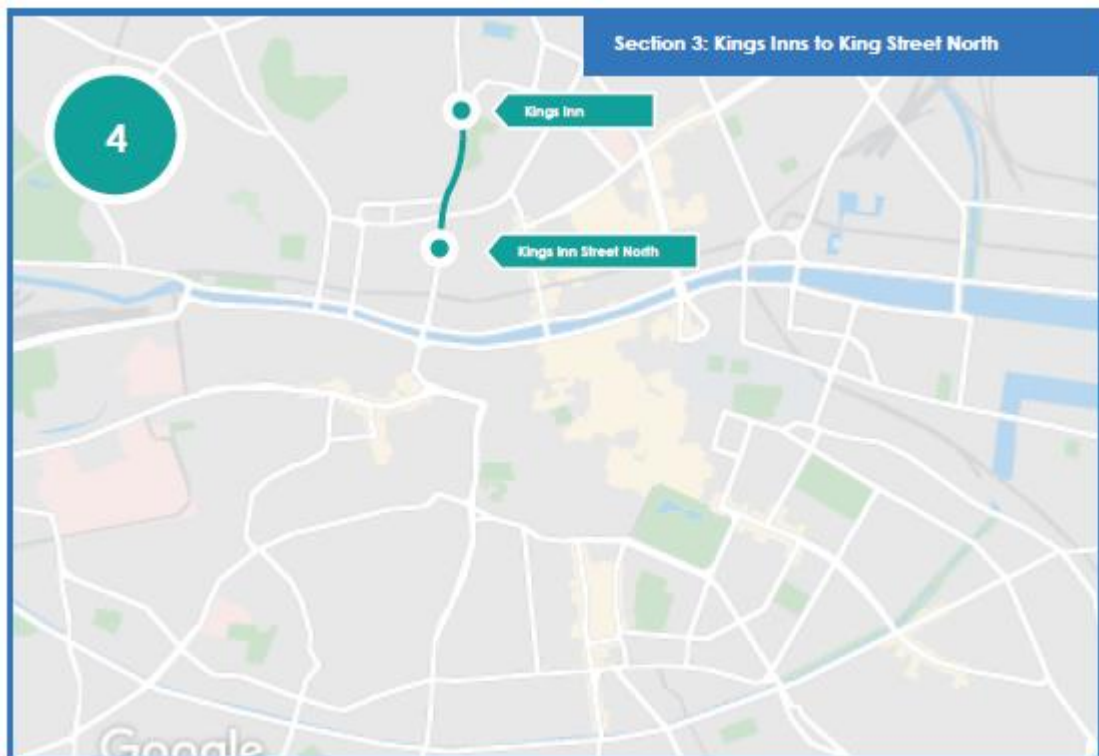
Section 2: Glasnevin / St Mobhi Road / Phibsborough



Main comments that were raised included:

- Responses to St. Mobhi Road options: Vast majority prefer option A;
- High number of comments showing concerns on mature tree removal in St Mobhi Road area, with environmental, visual and community impacts;
- Bottlenecks in various locations not being solved: Ballymun Road / St. Mobhi Road /Griffith Avenue crossing, Botanic Avenue/ Fairfield Road crossing, Hart's Corner, Doyle's Corner;
- Lack of traffic calming measures for speed excess in off-peak hours, mainly on St Mobhi Rd;
- General loss of value in the area caused for road widening and tree loss;
- CPO in front gardens along the stretch, with loss of value and an off-street parking space and of traditional railings;
- Loss of Village environment in Phibsborough and Glasnevin;
- Rat running concerns mainly at Iona Road due to the new configuration of Hart's corner;
- Safety for pedestrians and cyclists at St Mobhi Road and requests for segregated cycle lanes; and
- Loss of car parking areas - on-street and in front gardens to be reduced by CPO.

Section 3: Kings Inn Street to Kings Street North

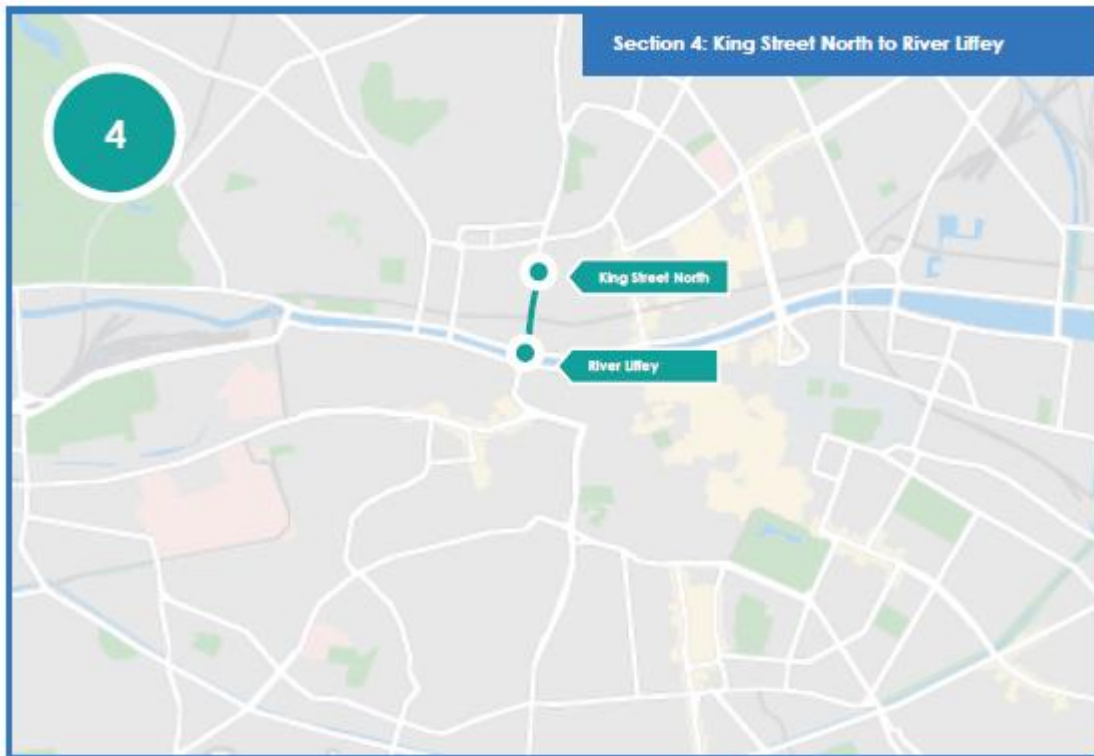


The vast majority of the comments received related to the suggested opening to traffic of Coleraine Street, in order to divert traffic turning left into North Kings Street, with the following impacts:

- Passing traffic increasing congestion and pollution;
- Concerns on safety to residents by passing traffic, area used for children on neighbourhood as play area; and
- Loss of amenity and tranquillity for residents.

Residents are also concerned about reduced on-street parking when the street is open to more through traffic;

Section 4: Kings Street North to River Liffey



Only one comment was received in this area: a submission from Transport Infrastructures Ireland concerned about crossing priority at the LUAS Red Line with the proposed Bus corridor, requesting a meeting to coordinate.

Entire corridor

The main comments raised were:

- Disapproval of the design philosophy, concerned that there was insufficient priority for pedestrians and cycling of private car transport;
- Dissatisfaction with the public consultation process;
- Perception that Metrolink and BusConnects have been developed as independent projects and without coordination, both in terms of construction and operational impacts;
- Concerns about the absence of a proper environmental study, and requests that it should be undertaken;
- Concerns about a lack of continuity and segregation of cycle lanes for the full length of the corridor;
- Concerns in relation to safety of cyclists and pedestrians at bus stops, requesting measures to reduce interactions between both user groups; and
- Suggestions to provide alternative measures to reduce private car traffic: Park and ride facilities; a congestion charge; peak time traffic restrictions for private cars; improvements to payment methods for public transport; and a simplified fare structure.



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie



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