



## **Appendix C**

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



# Lucan to City Centre Core Bus Corridor Preferred Route Option

## Second and Third Non-Statutory Public Consultation Submissions Summary Report

March 2021

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# 1. Executive Summary

## 1.1 Objective of the Scheme

The aim of the BusConnects Core Bus Corridor (CBC) Infrastructure Works 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.

## 1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the second round of 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.”*

The following twelve CBCs form part of the BusConnects CBC Infrastructure works;

1. The Clongriffin to City Centre Core Bus Corridor Scheme;
2. The Swords to City Centre Core Bus Corridor Scheme;
3. The Ballymun / Finglas to City Centre Core Bus Corridor Scheme;
4. The Blanchardstown to City Centre Core Bus Corridor Scheme;
5. The Lucan to City Centre Core Bus Corridor Scheme;
6. The Liffey Valley to City Centre Core Bus Corridor Scheme;
7. The Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme;
8. The Kimmage to City Centre Core Bus Corridor Scheme;
9. The Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme;
10. The Bray to City Centre Core Bus Corridor Scheme;
11. The Belfield / Blackrock to City Centre Core Bus Corridor Scheme; and
12. The Ringsend to City Centre Core Bus Corridor Scheme.

The 12 stand-alone Core Bus Corridor Schemes to be delivered under the CBC Infrastructure Works are shown in Figure 1.

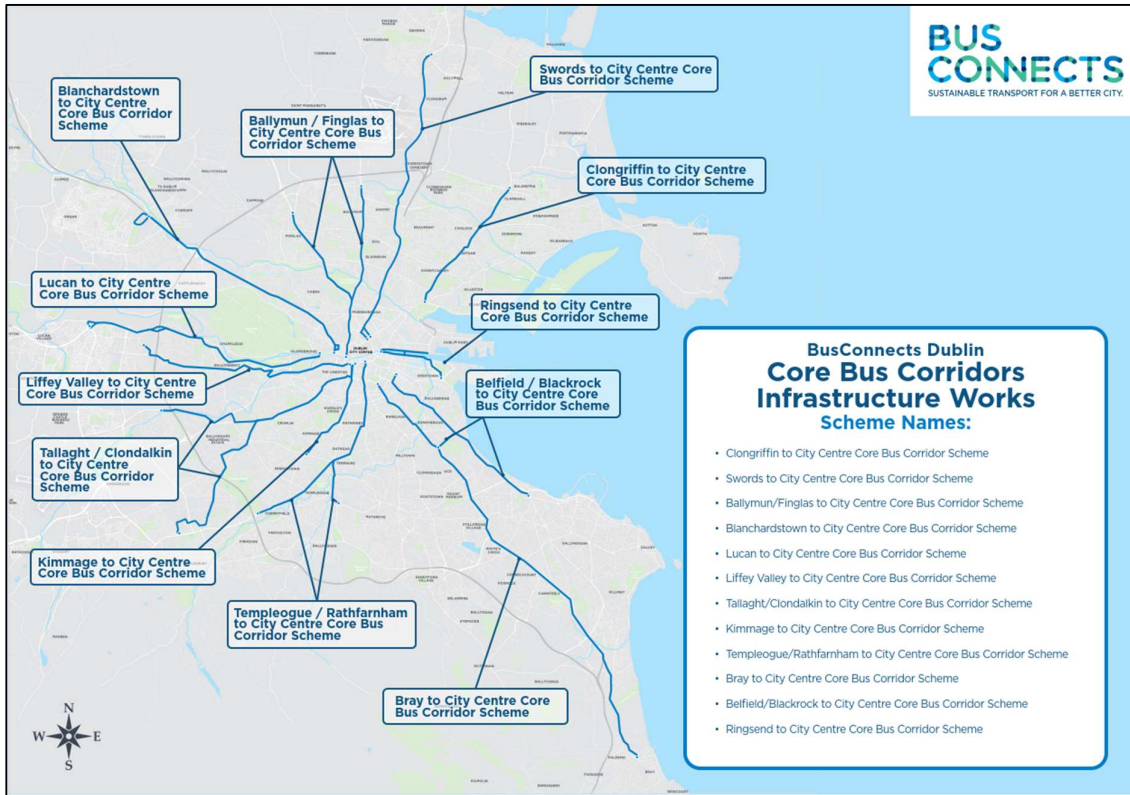


Figure 1: Core Bus Corridor Infrastructure Works

## 1.3 First Non-Statutory Public Consultation

The first round of consultations on the Emerging Preferred Route ran from November 2018 to March 2019, and the output from these consultations has gone into 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.

A total of 44 four submissions were received as part of the first public consultation. Within the 44 submissions a total of 135 separate comments were recorded. A total of eight main themes were identified during this review process as shown in Table 1.1 below.

The Emerging Preferred Route Public Consultation Report is located here

<https://busconnects.ie/media/1917/06-lucan-to-city-centre-report-on-cbc-public-consultation.pdf>

Table 1.1: Themes and frequency associated with first public consultation comments.

Theme	Frequency
Accessibility/ Traffic Impact	42 comments
Pedestrian and Driver Safety	32 comments
Cyclist Safety	16 comments
Suggestions and New Ideas	16 comments
Environmental Sustainability	13 comments
Land Use	5 comments
Social Impact	6 comments
Economy	5 comments

## 1.4 Second Non-Statutory Public Consultation

The second round of public consultation for the BusConnects 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 Draft Preferred Route Option brochures and the Emerging Preferred Route public consultation reports were made available on the BusConnects website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone or email/ posts and minutes recorded as part of the consultation process.

A total of 16 submissions relating to the Lucan to City Centre Core Bus Corridor were received as part of the second public consultation. Of the 16 submissions, 12 were location specific and 4 covered several locations or were of a general nature. A total of 55 separate comments were recorded. A total of ten main themes were identified during this review process as shown in Table 1.2 below.

**Table 1.2: Themes and frequency associated with second public consultation comments**

Theme	Frequency
Bus services / stops	4 comments
Traffic Impact	7 comments
Cycle facilities	12 comments
Pedestrian facilities	14 comments
Safety	16 comments
Start of CBC	1 comment
Other	1 comment

## 1.5 Third Non-Statutory Public Consultation

The NTA launched the third round of public consultation on the 16 core bus corridors being developed as part of the BusConnects programme on the 4<sup>th</sup> November 2020. The consultation ran until the 16<sup>th</sup> December 2020.

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

Due to the Covid-19 restrictions, an online virtual consultation room was created for members of the public to take part in the consultation. The virtual room provided details of the Draft Preferred Route Option for all 16 Core Bus Corridors and included a call back facility. All 16 Core Bus Corridor brochures detailing the preferred routes and associated maps were also available on the BusConnects website (<https://busconnects.ie>) to view and download.

A total of 200 submissions were received in the third round of public consultation relating to the Lucan to City Centre Core Bus Corridor. Of these 200 submissions, 197 were location specific and 3 of the general submissions received in relation to the wider BusConnects project included a number of comments along the length of the Lucan to City Centre route. A total of 437 separate comments were recorded. Ten main themes were identified during this review process as shown in Table 1.3 below.

**Table 1.3: Themes and frequency associated with third public consultation comments**

Theme	Frequency of comments
Bus services	28 comments
Bus stops	14 comments
Congestion	96 comments
Cycle facilities	139 comments
Loss of parking	32 comments
Pedestrian facilities	84 comments
Safety	20 comments
Start of CBC	6 comments
Environmental Issues	9 comments
Other	9 comments

## 1.6 Summary of Non-Statutory Public Consultations

Overall, throughout the three Public Consultation events, the NTA received 260 submissions within which 629 comments were made. Table 1.4 breaks down the topics that were discussed in these comments.

**Table 1.4: Themes and frequency associated with public consultation comments**

Theme	Public Consultation 1	Public Consultation 2	Public Consultation 3	Totals
Bus services / stops	6 comments	4 comments	42 comments	52 comments
Traffic Impact	44 comments	7 comments	96 comments	147 comments
Cycle facilities	19 comments	12 comments	139 comments	170 comments
Loss of parking	0 comments	0 comments	32 comments	32 comments
Pedestrian facilities	17 comments	14 comments	84 comments	115 comments
Safety	16 comments	16 comments	20 comments	52 comments
Start of CBC	2 comments	1 comment	6 comments	9 comments
Environmental Issues	13 comments	0 comments	9 comments	22 comments
Other	18 comments	1 comment	9 comments	28 comments
				<b>627 comments</b>

Further comments were also received from community forums and resident's meetings where issues raised were taken into account during the design of the scheme.



## 2. Second 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 Lucan to City Centre Core Bus Corridor draft Preferred Route Option ran between 10th of March 2020 and 17th April 2020.

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

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

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

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

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

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

The additional supporting information on the website included:

- Lucan to City Centre Core Bus Corridor – Options Study Feasibility Report
- BusConnects Dublin Core Bus Corridor Projects, Corridor 6 – Lucan to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Lucan to City Centre Core Bus Corridor Emerging Preferred Route Public Consultation November 2018 Information Brochure
- Lucan to City Centre Core Bus Corridor Draft Preferred Route Public Consultation March 2020 Information Brochure
- Lucan to City Centre CBC – Draft Preferred Route Option Report
- Lucan to City Centre CBC – Draft Preferred Route Maps
- Appendix A - MCA Tables
- Appendix C - Technical Note on Junctions
- Appendix D - Junction modelling report

## 2.3 Approach to Assessing the Submissions

The review of the submissions commenced in May 2020. 16 submissions were received by the NTA when the consultation period closed on the 17th of April 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.

## 2.4 Analysis of Issues Raised

The corridor was divided into sub-sections, as shown in Figure 2.1, and the issues raised in each submission were entered and categorized in the database by geographical section, by issue type and by comment type.

There was a total of 16 submissions received by the NTA on the Lucan to City Centre route with 55 comments received.

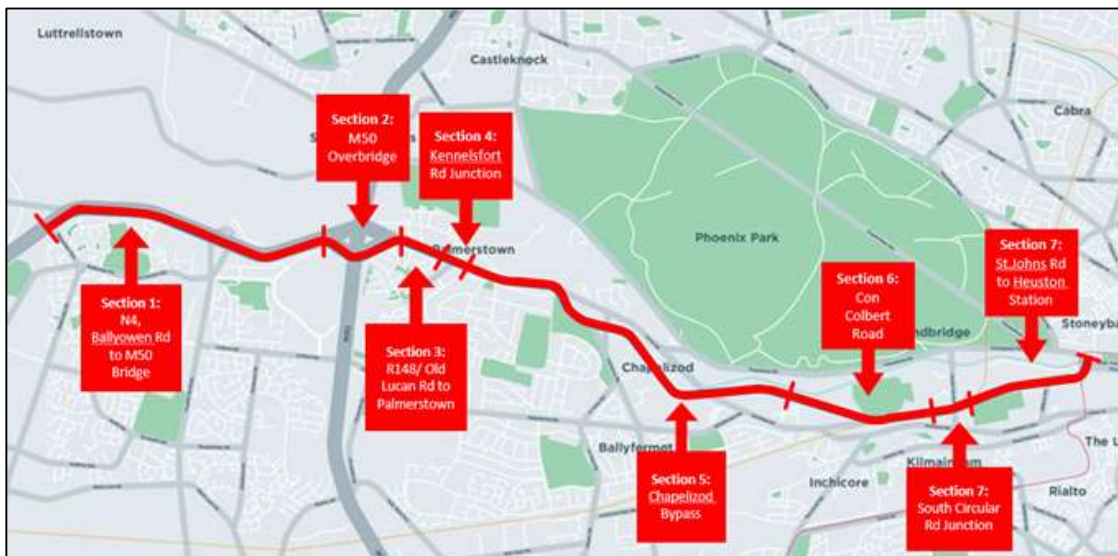
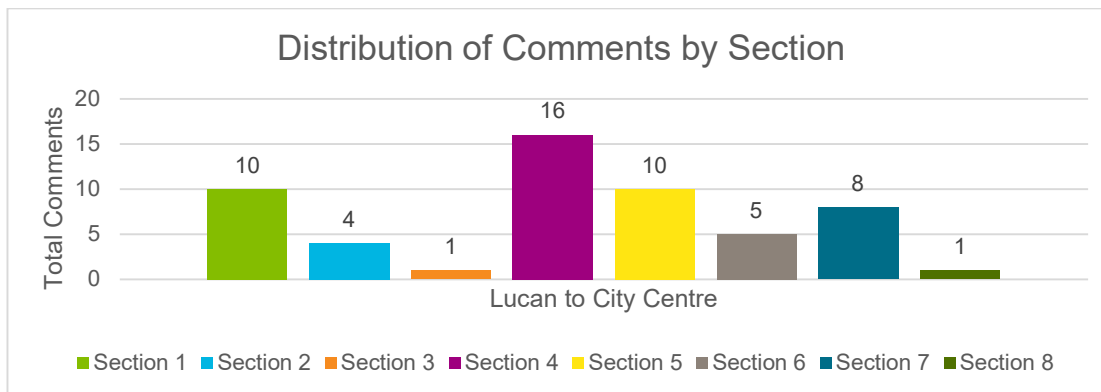


Figure 2.1: Lucan to City Centre Corridor Map

The distribution of comments across the various sections of the scheme can be seen below in Table 2.1 and Figure 2.2.

**Table 2.1: Distribution of Comments by Section During Second Public Consultation**

Section Number	Section Description	Number of Comments	Percentage
Section 1	Lucan to M50	10	18%
Section 2	M50	4	7%
Section 3	M50 to Palmerstown	1	2%
Section 4	Palmerstown	16	29%
Section 5	Chapelizod Bypass	10	18%
Section 6	Con Colbert Road	5	9%
Section 7	SCR Junction	8	15%
Section 8	St. John's Road West	1	2%
	<b>Total</b>	<b>55</b>	<b>100%</b>



**Figure 2.2: Distribution of Comments by Section During Second Public Consultation**

Appendix A provides more details of the various submissions.

## 2.5 Profile of Those Making Submissions

Of the 16 individual submissions received:

- 56% were from residents living within the study area;
- 31% were received from representative bodies/associations; and
- 13% were from businesses.

## 2.6 Themes Raised in the Submission

All 16 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of ten main themes were identified during this review process as shown in Table 2.2 below.

**Table 2.2: Themes and frequency associated with public consultation comments**

Category of Comment	Frequency of Comments	Percentage of Frequency
Bus services / stops	4	7%
Traffic Impact	7	13%
Cycle facilities	12	22%
Pedestrian facilities	14	25%
Safety	16	29%
Start of CBC	1	2%
Other	1	2%
<b>Total</b>	<b>55</b>	<b>100%</b>

## 2.7 Summary of the Main Issues Raised

### 2.7.1 Overview

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

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

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

- 1) Positive Feedback
- 2) Negative Feedback
- 3) Cyclist Safety
- 4) Pedestrian Safety
- 5) Pedestrian Priority Zone
- 6) Congestion Increase
- 7) Kennelsfort Road Junction
- 8) Old Lucan Road
- 9) Disability Access
- 10) Suggestions and New Ideas

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

### 2.7.2 Issue 1: Positive Feedback

Along with the issues raised a number of positive comments were also submitted. The aspects of the scheme that attracted positive comments are listed as follows, with map references relating to the draft Preferred Route maps contained in the public consultation brochure:

- Improvements to the junction layout near Lucan Retail Park (map 01);
- Dedicated cycle lanes across Ballyowen Road Bridge (map 01);
- New bus stops with ramps and steps on either side of the Chapelizod Bypass connected by the Chapelizod Hill Road underpass, rather than a pedestrian crossing over the Chapelizod Bypass (map 20);
- Addition of the contra-flow cycle track on Chapelizod Hill Road (map 20);
- Removal of the left turn conflict and possible cycle/vehicle collision zone on the cycle track at the Con Colbert Road/Chapelizod Bypass junction increases safety for cyclists (map 25);
- Improvements for cyclists at the South Circular Road junction (map 28);
- The South Circular Road junction being safer for cyclists while also giving good priority for buses (map 28);
- Replacing the wide shared street design on Old Lucan Road with the segregated 2-way cycle track and traffic calming measures addresses concerns raised about traffic volumes and speeding (maps 6 to 14); and
- Proposed 2-way cycle track on the northside of the N4 (maps 2 to 5).

### 2.7.3 Issue 2: Negative Feedback

Amongst all the comments there were a small number of negative comments submitted about the Lucan to City Centre CBC;

- It was felt that starting the Scheme at the N4 Junction 3 would be a missed opportunity and it should extend as far as Junction 5 in conjunction with the provision of a Park and Ride facility with the addition of a new train station (at Collinstown) at junction 5; and
- It was stated that cyclists are not being prioritised in Palmerstown or Chapelizod and this will result in delays for buses as cyclists continue to use the bus lane on the R148.

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

Following the publication of the Dublin Area Bus Network Review, the C Spine route, which runs along the Lucan to City Centre CBC, terminates at Junction 3 of the N4. West of this point, there is a three-way split of future services, with some branch routes running along Ballyowen Road, other branch routes running through Lucan village and various peak time routes continuing along the N4. As such, consideration of further improvements to the bus lane provisions on the N4 between Junctions 5 and 3 do not form part of this scheme. The provision of Park and Ride facilities are being considered as part of the wider BusConnects programme.

Further consideration will be given to the facilities for cyclists along the GDA Primary Cycle Route 6, which runs through Palmerstown along Old Lucan Road. The continuation of this primary cycle route through Chapelizod is outside of the remit of this scheme and is being progressed separately by the NTA. Ultimately this will provide an attractive cycle route from Palmerstown and Chapelizod to avoid the desire to use the bus lane on the R148 Chapelizod Bypass.

### 2.7.4 Issue 3: Cyclist Safety

A number of submissions raised cyclist safety as an area of concern across the route. It was stated that the 2-way cycle track should be continued across private accesses without breaks by providing raised tables and a change in road colour to provide priority to cyclists. Furthermore, when the cycle track runs through residential areas/along minor roads, it was felt raised tables should be provided to ensure

cyclists have priority over these junctions and ensure motorists have an increased awareness of cyclists and slow their speeds on the approach to the cycle track.

Along Old Lucan Road it was noted that existing on road car parking occurs, which it was felt could pose a safety concern for cyclists traveling along Old Lucan Road, as parked vehicles could open their door into oncoming cyclists. As a result, parking restrictions were suggested. Safety concerns were also raised in regard to the taxi queuing lane running parallel to the cycle track along St. Johns Road West; it was suggested protective measures such as planters or bollards could be provided.

Along the Lucan Road it was felt that cyclists were not provided with enough protection and certain conditions may push them into the bus lane. A request was made to provide a vertical safety barrier or hedgerow along the 2-way cycle track between the bus lane and cycle track to protect cyclists. Continuing on from Lucan Road the access route to Hermitage Golf Club should provide traffic calming measures and shared car and cycle signage to provide awareness of cyclists and improve cyclist safety.

At the South Circular Road junction, it was requested that consideration should be given to removing the left-hand slip road along South Circular Road (southbound) as it was felt it posed a safety risk for cyclists travelling from Phoenix park to Kilmainham, due to potentially fast-moving vehicles crossing the bike lanes. The removal of these lanes will also help widen pedestrian facilities. It was also requested that consideration should be given for cyclists turning left onto St. Johns Road West from South Circular Road as it was felt there is inadequate protection provided for cyclists. Concerns were also raised at the number of cyclist and pedestrian conflicts and that these could be reduced or clarified at the junction, with it been suggested 'Dutch Style' junctions should be incorporated along with zebra crossings over cycle tracks to help provide a more legible road layout and reduce conflicts.

#### **NTA Response to Issue 3:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

The two-way cycle track and bus lane are to be segregated vertically and horizontally along the route. A 120mm upstand kerb between the carriageway and the cycle track is to be provided (120mm on carriageway side and 60mm on cycle track side). The kerb will also offer 250mm horizontal separation between the cycle track and bus lane

Although the final junction configuration as mentioned still requires significant work, it is envisaged that the gyratory arrangement will need to remain at the South Circular Road junction. However, consideration is to be given to realigning the left-hand turn to the slip lanes to provide protection for southbound cyclists.

The two-way cycle track is to be continued across all private accesses and junctions/minor roads to ensure cyclists have priority along the route.

#### **2.7.5 Issue 4: Pedestrian Safety**

The submissions contended that there were several instances along the route where the design does not comply with various design standards such as 'The Design Manual for Urban Roads and Streets' (DMURS). Examples of given were;

- The pedestrian crossing widths at the South Circular Road junction; the DMURS states that a minimum width of 4.0m is required. The crossings should also provide adequate crossing times for some of the longer crossings at this junction, to allow the safe crossing of all pedestrian users.

- The crossing replacement to the east of the Memorial Road/Con Colbert Road junction should be widened and moved in-line with the junction as per the DMRUS; designs should also consider that this is a school crossing and pedestrians should be able to cross in a single step.

Comments were also made about the safety of pedestrians at the proposed bus stops at Chapelizod Hill Road if vehicles come off the road; bollards were suggested to improve safety at this location.

**NTA Response to Issue 4:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. The designs are preliminary in nature and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards including DMURS and in particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

### 2.7.6 Issue 5: Pedestrian Priority Zones

Shared areas along the route were raised several times in the submissions as an area of dislike and concern due to possible conflict between pedestrian users, cyclists and disabled users. The main area of concern is located along the R148 immediately east of Palmerstown village on the approach to the R112 slip to Chapelizod village, where suggestions were made to further widen the shared area to provide segregation between cyclists and pedestrian users, by reducing the median and relocating the back of the footway beyond the existing wall.

**NTA Response to Issue 5:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. The designs are preliminary in nature and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

However, the shared area along the R148 on the approach to the R112 slip, would be unable to provide the space required for a minimum 2.0m footpath and 3.0m 2-way cycle track within the current restraints; without the relocation of the stonewall resulting in significant land take and impact on the proposed Natural Heritage Area (pNHA). Consideration will be given to widening the road in to the central median, although it is noted that the appropriate set back either side of the central barrier will need to be retained.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety within the shared areas will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

### 2.7.7 Issue 6: Congestion Increase

There were locations where the submissions felt the proposed scheme would exacerbate traffic congestion along the scheme. It is suggested that southbound traffic over Ballyowen Road Bridge over the N4 will back up, as vehicles wait to turn right onto the west bound N4 slip road. It was suggested that preserving the current filter lane and removing the proposed bus lane over the bridge would help reduce the increase of congestion in this location. There were also concerns raised about the proposed reduction from 2 lanes to 1 lane of general traffic over the M50 to accommodate the proposed bus lane as it was believed this would further exacerbate traffic congestion on the N4.



Retaining the existing taxi queuing lane along St. John's Road West was also raised as there was a concern that taxis will stack back past the proposed taxi queuing lane and block buses in the bus lanes increasing congestion on the approach to Heuston station.

**NTA Response to Issue 6:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

Realigning the road to allow the proposed bus lane along Ballyowen Road and removal of the right turning lane will allow a greater bus speed and in turn reducing bus journey times along the route, as well as providing cycle tracks. The right turning movement will still be permitted and the signal phasing will be developed to provide appropriate capacity for all movements.

The final designs will be rigorously assessed against all relevant design standards. Appropriate Road User Audits and Road Safety Audits will be carried out to ensure safety to all road users.

### 2.7.8 Issue 7: Kennelsfort Road Junction

Multiple comments were made in relation to the proposed staggered toucan crossing over Palmerstown bypass at the Kennelsfort Road Junction, relating to the requirement for, and design of, the proposed crossing. The proposed crossing was felt unnecessary and considered unnecessary given the existing pedestrian footbridge and ramps. One safer alternative for pedestrians that was proposed in-place of the staggered crossing was the use of stairs for the existing footbridge. Other comments commented on the inadequacy of the staggered crossing for pedestrians and cyclists on the central island stating pedestrians and cyclists should be able to cross in one movement.

**NTA Response to Issue 7:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

In relation to the comments above it isn't deemed necessary to provide steps for the footbridge as a replacement or along with the toucan crossing; and the refuge island is required as the total crossing length exceeds 18.0m in a single crossing which would not be compliant with DMURS standards.

### 2.7.9 Issue 8: Old Lucan Road

A number of issues were raised about the proposed changes along Old Lucan Road. One was the current speed along the road, and it was suggested that few people in the area knew the 30kph speed limit due to the lack of signage along the road, which should be addressed. It was suggested signage should also be provided to ensure cyclists know the cycle route continues along the Old Lucan Road towards the Applegreen Petrol Station.

Residents also raised security concerns for the off-line two-way cycle track running along Old Lucan Road, suggesting further passive surveillance and improved lighting should be incorporated along the route or in an ideal situation the route should be relocated onto the N4 to provide an on-line route.

It was also stated that cars are parked along Old Lucan Road where the cycle route has been proposed and concerns were raised that car users will continue to do so after the cycle track has been completed.



It was suggested that extra restrictions should be provided along the route to prevent vehicles from parking on the cycle track.

It is thought that the bus lane connecting the eastern end of Old Lucan Road and Chapelizod bypass is likely to be abused by locals. As a solution this section of the road should be coloured as a bus lane to prevent private vehicles from using the route.

**NTA Response to Issue 7:**

The proposed segregated 2-way cycle route east of the M50 runs along Old Lucan Road and is well lit, with passive surveillance from numerous residential properties, nonetheless, the designs are preliminary in nature and will be assessed for feasibility and safety against the relevant design standards. Furthermore, the two-way cycle route is envisaged to be protected by parking restriction measures such as double yellow lines; however, these will be addressed in future stages of the design, as is the same situation for the signage and configuration at the east of Old Lucan Road.

### 2.7.10 Issue 9: Disability Access

The safety of disabled users of the scheme was raised in multiple comments that were of a general nature. It was stated that bus stop locations at greater than 400 metre intervals are not acceptable for people with disabilities, children or the aging population. The view was expressed that uncontrolled junctions are dangerous for the visually impaired. It was suggested that footpaths should be of one material, preferably a non-slip surface with grainy feel so guide dogs easily navigate. It was stated that at crossing points, tactile paving should be used, and the kerb should slope gently to allow wheelchair users and prams to cross the road safely. Directional tactile paving should also be implemented to show the direction of the crossing. Where bus shelters are provided, they should be located as close to the edge of the path as possible and should not hinder pedestrians passing behind them. Tactile paving should also be used to warn of their presence.

**NTA Response to Issue 9:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards. These design standards will be developed in consultation with disability groups and other impacted organisations.

The final designs will be rigorously assessed against all relevant design standards, in particular vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme.

### 2.7.11 Issue 10: Suggestions and New Ideas

A number of suggestions were made, mainly in regard to design amendments. A number of these suggestions relate to design changes at junctions and include:

- The verge on the northern side of the current cycle track running parallel to the N4 prior to the bridge over the M50 has encroached on the cycle track and some form of retaining wall is required to control this;
- The cycle track should continue along Old Lucan Road and tie into the shared space at the Applegreen Petrol Station, to increase cyclist safety as there will be increased bus movement along the road;
- Secure bicycle parking should be provided at the proposed Chapelizod Hill Road bus stops;

- At the Memorial Road/Con Colbert Road crossing the pedestrian crossing to the west of Memorial Road should be retained;
- Bus stops on Con Colbert Road should be moved closer to the South Circular Road junction to allow better connections to other radial and local services;
- Consideration of dedicated bus services through Chapelizod and surrounding areas should be considered, due to the increased bus demand in the area;
- Possible conflict could happen as traffic heading northbound from St. John's Rd change lanes ahead of the centre bus lane on the Frank Sherwin Bridge. Removing the bus lane between the Luas crossing and the bridge would allow traffic to merge with plenty of time;
- Two-way cycle track is not required down Kennelsfort Road Lower as there is insufficient traffic volume to justify the addition. Advisory cycle lanes should be provided in both the north and south lanes as an alternative;
- Bus lane break at the end of Liffey Valley Shopping Centre bus stops should be reduced and either a yellow box or traffic signals provided to keep the N4 bus lane passable;
- Continuing the two-way cycle track around the north west side of the Heuston Station junction would remove the need for an additional traffic light phase for cyclists to cross. If the cycle track is brought in line with the bus stops in front of the station, cyclist can cross the road either when the trams pass or via the Toucan crossing;
- The right-hand turn slip should be removed on Ballyowen Bridge onto the N4 westbound if not justified by the traffic count. Instead, two no. 3.5m bus lanes should be provided, with two no.3.0m traffic lanes, and cyclists sharing the bus lanes locally; and
- BusConnects should be continued along Lucan Road to bus stop opposite Lucan Garda Station due to the frequency of the route. Cyclists at this location should be placed inside St. Edmundsbury Hospital Wall as there are concerns for cyclist safety.

**NTA Response to Issue 10:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

Consideration will be given to lengthening of the two-way cycle track along Old Lucan Road towards Applegreen Petrol station although, it should be noted that this section of the road has other competing uses for available road space.

The pedestrian crossing to the west of Memorial Road is to be replaced with a pedestrian crossing to the east; this is to facilitate the new eastbound right turning lane. If the existing crossing configuration was retained the signals would not operate efficiently and would result in delays to all users.

### 3. Third Public Consultation

#### 3.1 Overview

The third public consultation on the Lucan to City Centre Core Bus Corridor updated Draft Preferred Route Option (PRO) ran between 4<sup>th</sup> November 2020 and 16<sup>th</sup> December 2020. Furthermore, due to the Covid-19 restrictions, an online virtual room was created for members of the public to take part in the consultation.

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 CBC updated Draft PRO consultation brochure were available to the public via the BusConnects website, could be sent by post on request and were available for download from the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the Authority's website.

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

#### 3.2 Information Provided in the Third Public Consultation

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

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

The Public Consultation documentation provided information about the work that has been carried out as part of the BusConnects Core Bus Corridor Study.

Additional information was provided on the official BusConnects website:

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

The additional supporting information on the website included:

- Lucan to City Centre Core Bus Corridor – Options Study Feasibility Report
- BusConnects Dublin Core Bus Corridor Projects, Corridor 6 – Lucan to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Lucan to City Centre Core Bus Corridor Emerging Preferred Route Public Consultation November 2018 Information Brochure
- Lucan to City Centre Core Bus Corridor Draft Preferred Route Public Consultation March 2020 Information Brochure
- Lucan to City Centre Core Bus Corridor Draft Preferred Route Public Consultation November 2020 Information Brochure
- Lucan to City Centre CBC – Updated Draft Preferred Route Option Report
- Lucan to City Centre CBC – Updated Draft Preferred Route Maps
- Appendix A - MCA Tables
- Appendix C - Technical Note on Junctions

- Appendix D - Junction modelling report
- Proposed Approach to Environmental Assessment November 2020
- Draft Transport Modelling Report November 2020
- Traffic Count Data 2019-2020

### 3.3 Approach to Assessing the Submissions

The review of the submissions commenced in December 2020. There were 200 submissions received by the NTA for the Lucan to City Centre PRO when the consultation period closed on the 16<sup>th</sup> December. the third round of public consultation relating to the Lucan to City Centre Core Bus Corridor. 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.

### 3.4 Analysis of Issues Raised by Section

The corridor was divided into sub-sections, as shown in Figure 3.1, and the issues raised in each submission were entered and categorized in the database by geographical section, by issue type and by comment type.

There was a total of 200 submissions received by the NTA on the Lucan to City Centre route with 437 comments received.

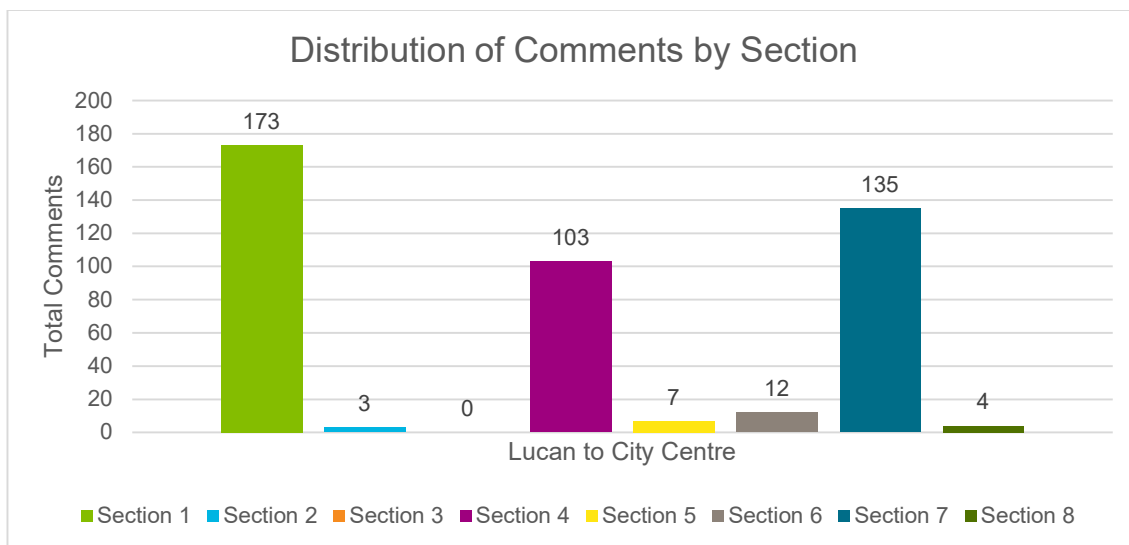


Figure 3.1: Lucan to City Centre Corridor Map

The distribution of comments across the various sections of the scheme can be seen below in Table 3.1 and Figure 3.2.

**Table 3.1: Distribution of Comments by Section During Third Public Consultation**

Section Number	Section Description	Number of Comments	Percentage
Section 1	Lucan to M50	173	39%
Section 2	M50	3	1%
Section 3	M50 to Palmerstown	0	0%
Section 4	Palmerstown	103	23%
Section 5	Chapelizod Bypass	7	2%
Section 6	Con Colbert Road	12	3%
Section 7	SCR Junction	135	31%
Section 8	St. John's Road West	4	1%
	<b>Total</b>	<b>437</b>	<b>100%</b>



**Figure 3.2: Distribution of Comments by Section During Third Public Consultation**

Appendix A provides more details of the various submissions.

### 3.5 Profile of those making submissions

Of the 200 individual submissions received:

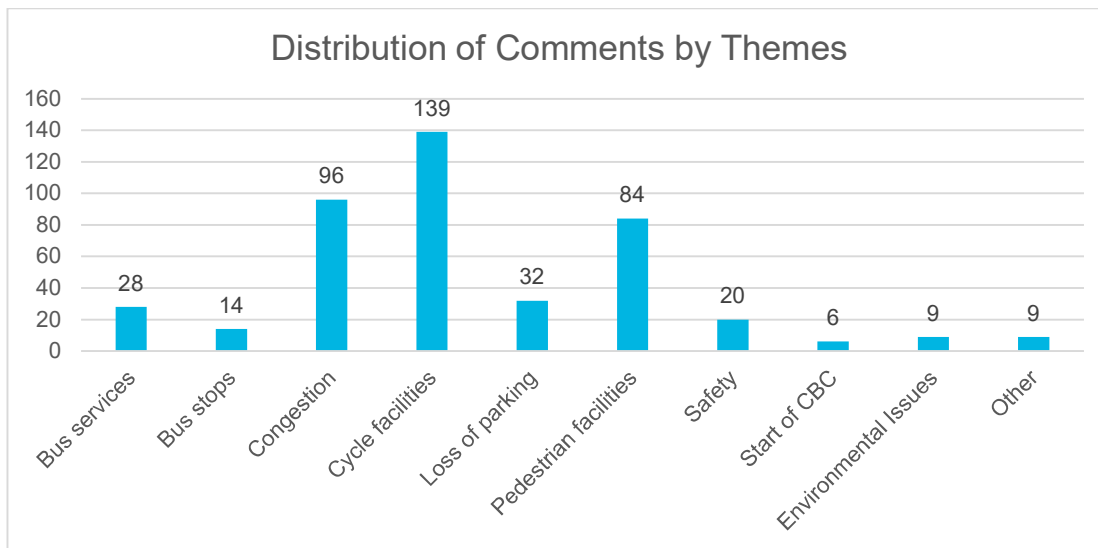
- 83% were from residents living within the study area
- 7% were community groups within the study area;
- 5% were from local businesses within the study area
- 1% were received from employees within the area; and
- 4% of the submissions were received from public representative bodies or other bodies.

### 3.6 Themes Raised in the Submissions

All 200 submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. The submissions covered a wide spectrum of views. A total of ten main themes were identified from the 437 comments received during this review process as shown in Table 3.2 and Figure 3.3 below.

**Table 3.2: Themes and frequency associated with public consultation comments**

Theme	Frequency of comments	Percentage of frequency
Bus services	28 comments	6%
Bus stops	14 comments	3%
Congestion	96 comments	22%
Cycle facilities	139 comments	32%
Loss of parking	32 comments	7%
Pedestrian facilities	84 comments	19%
Safety	20 comments	5%
Start of CBC	6 comments	2%
Environmental Issues	9 comments	2%
Other	9 comments	2%



**Figure 0.3: Distribution of Comments by theme**

## 3.7 Summary of the Main Issues Raised

### 3.7.1 Overview

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

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

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

**Table 0.3: Issues by Description / Location**

Issue	Section	Comments	Description / Location
Issue 1	1	6	Start of the Core Bus Corridor / bus services
Issue 2	1	135	Ballyowen Road
Issue 3	1	9	Loss of trees
Issue 4	1	17	Liffey Valley Shopping Centre Bus Stops/Old Lucan Road (OLR) west of M50;
Issue 5	4	103	Palmerstown
Issue 6	4	4	Chapelizod Hill Road
Issue 7	6	12	Con Colbert Road and Memorial Road junction
Issue 8	7	135	South Circular Road (SCR) junction
Issue 9	All	16	Other

The table identifies that the three issues with the largest number of comments were:

- Issue 2, covering proposals for Ballyowen Road in Section 1;
- Issue 5, covering proposals for Palmerstown in Section 4; and
- Issue 8, covering proposals for the South Circular Road junction in Section 7.

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

### 3.7.2 Issue 1: Start of Core Bus Corridor

A few responses were received regarding the start of the Core Bus Corridor route. It was felt that starting the Scheme at N4 junction 3 would be a missed opportunity and it should extend to junction 5 to support the growth of Lucan. It was also suggested that the CBC and associated bus services should be extended as far as Celbridge.

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

Following the publication of the Dublin Area Bus Network Review, the C Spine route, which runs along the Lucan to City Centre CBC, terminates at Junction 3 of the N4. West of this point, there is a three-way split of future services, with some branch routes running along Ballyowen Road, other branch routes running through Lucan village and various peak time routes continuing along the N4. As such, consideration of further improvements to the bus lane provisions on the N4 between Junctions 5 and 3 do not form part this scheme. The provision of Park and Ride facilities are being considered as part of the wider BusConnects programme.

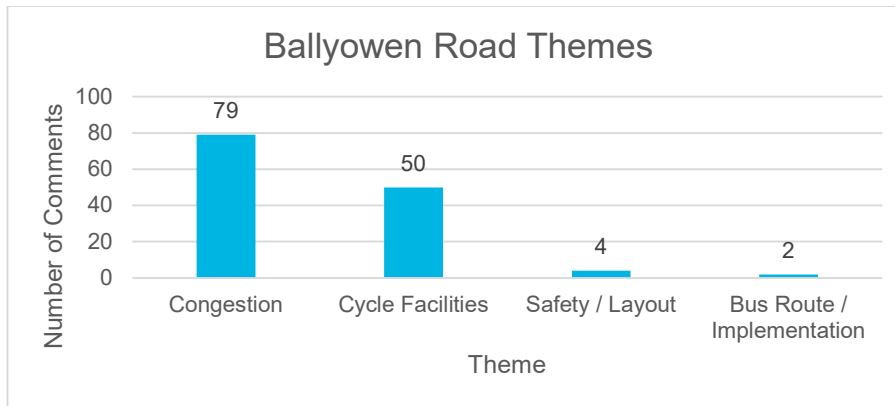
### 3.7.3 Issue 2: Ballyowen Road

Four distinct themes were raised in the numerous comments relating to Ballyowen Road;

- Congestion – at junctions, primarily associated with the removal of the southbound right turn lane across the bridge onto the N4 westbound slip road;
- Cycle facilities – at junctions and suggesting the provision of a new cycle bridge across the N4 to accommodate a right turn lane; also, positive support for the two-way cycle track on Lucan Road;
- Bus Route – positive support for the increase in bus services and routes; and
- Safety / layout – pedestrian and cyclist safety at junctions – specifically on R136 Ballyowen Road and R835 Lucan Road.

The number of comments against each of these themes are shown in Figure 3.4 below.





**Figure 0.4: Ballyowen Road comments by theme**

As can be seen from Figure 3.4, the majority of comments related to concerns about congestion that would arise from the proposals. Most submissions contended that the replacement of the right turn lane on Ballyowen Bridge with a short right turn pocket for vehicular traffic heading towards the N4 westbound on-slip would lead to excessive queues and delays to traffic heading south along Ballyowen Road. Some comments mistakenly thought the right turn movement would not be permitted at all. All the submissions felt that this would cause a build-up of congestion for traffic trying to proceed along Ballyowen Road and would cause significant delays, particularly affecting the schools, community groups and businesses in the area.

It was noted that the proposed removal of the right turning lane across the bridge was to allow cycle tracks to be provided in each direction. Many comments suggested improved alternative cycle facilities could be better provided by the inclusion of a cycle lane on the existing footbridge, or a new adjacent cycle bridge, recognising the need for improved facilities. Some comments argued that providing cycle lanes on the main road bridge was excessive and not required as there are few cyclists currently using the route, whereas others cited the lack of safe facilities as a barrier to cycling.

Some submissions also felt that the proposed scheme would exacerbate traffic congestion at the R136 Ballyowen Road / R835 Lucan Road junction as a result of the removal of the left turn slip lanes. It was suggested that northbound traffic heading for Lucan village would back up over Ballyowen Road Bridge and lead to all the junctions on Ballyowen Road become congested and gridlocked.

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

As highlighted in response to the Second Public Consultation, the designs presented were preliminary in nature, and would require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. This work is still on-going and, as noted on the drawings of the Updated Draft PRO, the layout of the junctions on Ballyowen Road were under development at the time of the public consultation.

A number of design iterations are being progressed in tandem with extensive traffic modelling to refine the junction proposals. The various issues raised in this consultation process will also feed into the final designs and as part of this process the junction layouts will be assessed to ensure adequate capacity is provided, including consideration of the pros and cons of maintaining the existing right turn lane. The designs are preliminary in nature and are subject to on-going modelling to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

It is noted that the Ballyowen Road is identified as a Secondary Cycle Route in the Greater Dublin Area (GDA) Cycle Strategy, linking to the Primary Cycle Route along Lucan Road. As such the provision of safe cycle facilities in accordance with the National Cycle Manual will remain an objective of the scheme.

It is also recognised that excessive congestion at the three signalised junctions on this section of Ballyowen Road will have a negative impact on bus priority, as bus movements need to be facilitated in both directions at the Lucan Road junction. It is recognised that a balance needs to be struck between the competing demands of all users and with this in mind consideration will be given to the feasibility of providing alternative cycle facilities, potentially via a new cyclist bridge across the N4 at this location.



### 3.7.4 Issue 3: Loss of Trees

Whilst some submissions provided support for the proposed two-way cycletrack along the north side of Lucan and the N4, including the section running past the Hermitage Golf Club, a small number of submissions commented on the loss of trees particularly along Lucan Road towards the roundabout accessing the Lucan Retail Park and along the boundary of the golf course. These comments requested that all other alternatives be explored to avoid, or at least minimise the number of trees lost.

#### **NTA Response to Issue 3:**

The designs included in this public consultation are still being refined to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

It is noted that the proposed two-way cycle track will form an important section of Primary Cycle Route 6, as identified in the Greater Dublin Area (GDA) Cycle Strategy. Alternative options have been considered that minimise the trees lost in providing this facility and further consideration will be given to this. It is noted that the final option will need to provide the standard of cycle facility considered appropriate for a Primary Route. Design work is also on-going seeking to minimise the number of trees that will be lost throughout the scheme and proposals will be developed to provide replacement planting where appropriate.

### 3.7.5 Issue 4: Liffey Valley Shopping Centre Bus Stops / Old Lucan Road west of M50

The submissions made in respect of this area came from residents along Old Lucan Road and while generally supportive of the principle of BusConnects and the two-way cycle track, they did highlight a number of concerns. These included the loss of visual and noise screening along the N4 as a result of the removal of existing trees, a risk of anti-social behaviour and security associated with the proposed ramps and footbridge, as well as querying the frequency of speed ramps proposed along Old Lucan Road.

One submission stated that some of the existing trees were planted by residents to reduce the noise pollution and the scheme, as proposed, would lead to increased noise and visual impact / overlooking. The possibility of CCTV to monitor security of the bus stops and compliance with the bus lane was also raised.

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

The designs included in this public consultation are still being refined to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. As part of this process consideration will be given to measures that could be included to address the concerns raised above relating to noise, visual impact and security.

In relation to the number of speed ramps, it is noted that a 30km/hr speed limit is proposed along this section of Old Lucan Road. Final designs, including spacing of speed ramps, will be rigorously assessed against all relevant design standards, in particular vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme.

### 3.7.6 Issue 5: Palmerstown

A number of themes were raised in the large number of submissions made in relation to the Palmerstown section of the CBC. These were as follows:

- Loss of Parking – along Old Lucan Road east of the village centre, citing a lack of need for the proposed two-way cycle track;

- Congestion – concerns raised in relation to Kennelsfort Lower Road Junction, the Oval Junction and from a general increase in traffic in the village, with associated impact on the village feel of the road;
- Bus Services – the view generally expressed was that there was no need for Bus route 80 to travel along Old Lucan Road;
- Cycle facilities – while there was some support for the two-way cycle track along the full length of Old Lucan Road, there was a large number of submissions that queried the need for the proposed two-way cycle track along Old Lucan Road, primarily along the section east of the village centre where there was loss of parking. Also, the comments questioned why the cycle facilities did not continue through Chapelizod village;
- Safety – concerns were raised in respect of the Kennelsfort Road Lower and the impacts of the recently approved hotel expansion and Strategic Housing Development had not been accommodated. In addition, concerns were raised about HGV manoeuvres on Old Lucan Road west of the village centre and at the Oval junction;
- Bus stop – some comments made it clear they didn't want the new bus stops located outside their houses; and
- Other comments - commuters use Palmerstown as a park and ride, better pedestrian facilities required, and incorrect spelling of Palmerstown on road signage.

The number of comments against each of these themes are shown in Figure 3.5 below.

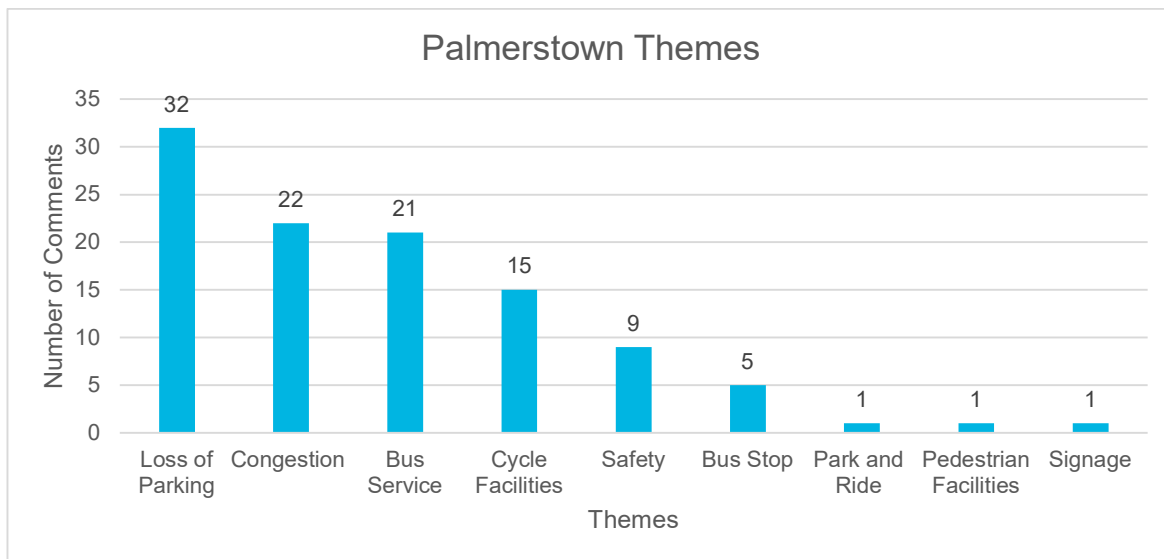


Figure 0.5: Palmerstown comments by theme

#### Loss of parking / Cycle Facilities

As can be seen from Figure 3.5, the largest number of comments objected to the loss of pay and display parking along Old Lucan Road east of the village centre, in particular the section east of Mill Road. This issue was raised by the residents of Woodfarm Cottages, Red Cow Cottages and St Fintan's Terrace, none of whom have off-road parking / driveways. Many submissions stated that during the day all the parking is full and residents find it difficult to find a space. It is understood that each resident is allowed to have one resident permit and one visitor permit per property.

It was also stated that the relocation of the disabled parking space from across the north side of Old Lucan Road to the south side will hinder those in wheelchairs due to the increased distance and crossing of the road to reach local amenities in the area.

In all the submissions relating to the loss of parking it was stated that there was little demand for a two-way cycle track, that the road was already had a 30km/hr limit and as such the view was expressed it would be acceptable for cyclists to use the road with general traffic.

A small number of comments made similar points about the lack of cycle demand for a two-way cycle facility along Old Lucan Road west of the village centre, although concerns here related to road narrowing and the cycle track crossing private driveways as opposed to loss of parking.

### Congestion / Junctions

In terms of congestion, concern was expressed about the introduction of a Toucan crossing at the R148/Kennelsfort Junction, leading to the loss of a left turn movement at that location. Some submissions also felt the crossing is not required while a footbridge is available to cross the junction.

Some of the responses expressed concern about the design of the junction with the Oval as the bus will be required to cross two lanes of heavy traffic at peak hours from the R148 at the Circle K service station. They felt this is unlikely to occur during peak hours due to the current congestion. Additionally, there was concern the congestion will increase at the junction with the removal of the left turn at Kennelsfort Road Junction and will be further exacerbated by the new recently approved major developments within Palmerstown and the new bus route along Old Lucan Road leading to long delays.

Concern was expressed about the proposal for exit from Palmerstown Village at The Oval/R148 junction to become a two-way link to allow for the bus to enter for the east, citing inadequate width. Furthermore, the view was expressed that the removal of the left turn movement at Kennelsfort Road Lower would lead to general traffic increasing throughout the village in a heavily congested area with traffic having to use the R148/the Oval junction instead.

### Bus Services / Bus Stop

Concern was expressed about double-decker buses along Old Lucan Road increasing the safety risk to pedestrians, suggesting wheelchair users would be affected the most. A few comments expressed the view that Old Lucan Road east of the village centre was inadequate for two buses to enter and exit at the same time.

A number of comments questioned the need for the no 80 bus service to run along Old Lucan Road at all, suggesting instead that it remain on the R148 and avail of the bus stops there. Allied to this, some submissions stated they did not want a new bus stop outside their properties on Old Lucan Road.

Some submission also expressed the view that the combination of the above issues would adversely impact the village feel of the road.

### Safety

Some comments were made in relation to the proposed toucan crossing over Palmerstown bypass at the Kennelsfort Road Junction, relating to the requirement for, and design of, the proposed crossing. The view was expressed that the proposed crossing was unnecessary and unsafe given the existing pedestrian footbridge and the addition of traffic lanes. The view was expressed that a Toucan crossing would not be safe for pedestrians citing drivers frequently breaking the red lights. It was felt that the existing bridge was a safer alternative for pedestrians.

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

##### **Loss of Parking**

It is noted that the proposed two-way cycle track will form an important section of Primary Cycle Route 6, as identified in the Greater Dublin Area (GDA) Cycle Strategy. Earlier public consultation submissions had highlighted safety concerns associated with the previous Quiet Way proposals. As such the provision of safe cycle facilities in accordance with the National Cycle Manual will remain an objective of the scheme. Design work is on-going exploring alternative arrangements on the Old Lucan Road that seek to minimise the number of parking spaces that will be lost, while still providing the appropriate standard of cycle facilities.

##### **Congestion**

As highlighted in response to the Second Public Consultation, the designs presented were preliminary in nature, and would require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. This work is still on-going and, as noted on the

drawings of the Updated Draft PRO, the layout of the junctions on Kennelsfort Road were under development at the time of the public consultation.

A number of design iterations are being progressed in tandem with extensive traffic modelling to refine the junction proposals. The various issues raised in this consultation process will also feed into the final designs and as part of this process the junction layouts will be assessed to ensure adequate capacity is provided.

#### Safety

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. The designs are preliminary in nature and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards, in particular vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme.

#### Bus Services / Bus Stops

Following three rounds of public consultation which began in 2017, the NTA published the new Dublin Area bus network in 2019. The new bus network plan is the final version resulting from previous redesign proposals and with consideration given to issues raised by over 72,000 submissions. The routing of bus service no 80 along Old Lucan Road between Kennelsfort Road and The Oval was included in this new bus network. As such the design of the Lucan to City Centre CBC is required to facilitate this routing.

### 3.7.7 Issue 6: Cycle Facilities at start of Chapelizod Road

Some submissions noted that cycle track does not continue east of Palmerstown towards Chapelizod.

#### NTA Response to Issue 6:

This cycle facilities for GDA Primary Cycle Route 6 run through Palmerstown village along Old Lucan Road and then continues towards Chapelizod village. As the Lucan to City centre CBC follows the Chapelizod Bypass the section of Primary Route 6 through Chapelizod is outside of the remit of this scheme and is being progressed separately by the NTA. Ultimately this will provide an attractive route from Palmerstown and Chapelizod to avoid the desire to use the bus lane on the R148 Chapelizod Bypass.

### 3.7.8 Issue 7: Con Colbert Road and Memorial Road Junction

The comments for this location expressed the following requests / views:

- Bus Stop – request for new bus stops at the footbridge over the eastern end of the Chapelizod Bypass by the Liffey Gaels GAA club;
- Cycle facilities – the cycle tracks along Con Colbert Road were too narrow for Primary Cycle route 7A;
- Pedestrian facilities – the safety for pedestrians crossing the Memorial Road was highlighted as a concern, particularly for school children. The view was expressed that at present drivers frequently breaking the red lights; and

- Rat running – Concern was expressed that the new inbound right turn lane at the Memorial Road junction would result in traffic rat running through Inchicore to avoid the South Circular Road junction.

#### NTA Response to Issue 7:

It is considered that the bus stops along Sarsfield Road as part of the Liffey Valley to City Center CBC adequately serve the Liffey Gaels GAA club. It is also noted that a Secondary Cycle Route runs along Con Colbert Road; Primary Cycle Route 7A runs along Sarsfield Road.

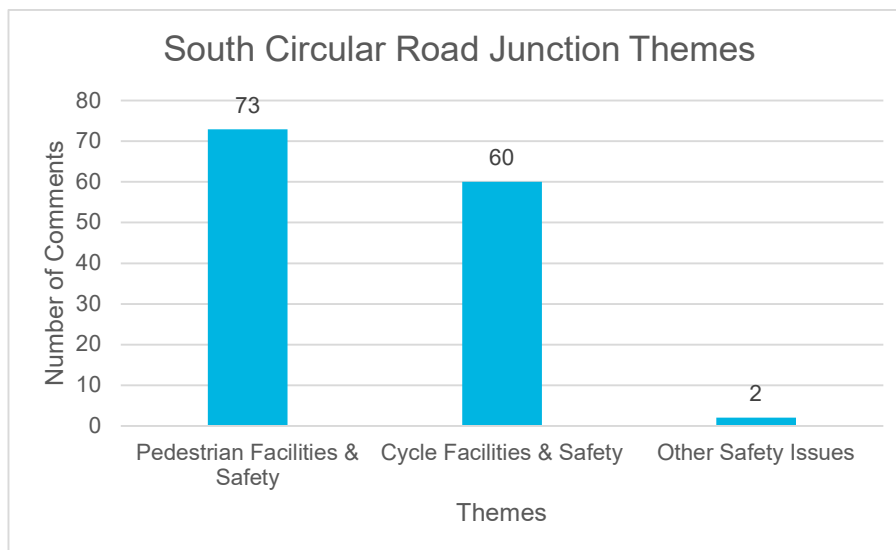
The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. The designs are preliminary in nature and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards, in particular vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme.

A number of design iterations are being progressed in tandem with extensive traffic modelling to refine the junction proposals. The various issues raised in this consultation process will also feed into the final designs and as part of this process the junction layouts will be assessed to ensure adequate capacity is provided such that rat running will not be a significant issue.

#### 3.7.9 Issue 8: South Circular Road Junction

The standard of the pedestrian facilities and cyclist facilities, and the safety of vulnerable road users, were the over-riding common themes of all the submissions and comments in relation to this junction, as shown in Figure 3.6. below.



#### Figure 0.6: South Circular Road Junction comments by theme

Many expressed concern that the existing facilities were of a sub-standard nature. Also, disappointment was expressed that the BusConnects proposals increased the length of some of the pedestrian crossings from six traffic lanes to eight.

In particular, concerns were raised in relation to the safety of school children walking and cycling through the junction, with many submissions requesting that a pedestrian bridge be provided over the junction. The view was also expressed in the majority of the submission that the existing urban realm was of a poor quality.

Specific safety concerns were raised about the need for enforcement for vehicular traffic breaking red lights.

##### **NTA Response to Issue 8:**

As highlighted in response to the Second Public Consultation, the designs presented were preliminary in nature, and would require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. This work is still on-going and the layout of the SCR junction was under development at the time of the public consultation. A number of design iterations are being progressed in tandem with extensive traffic modelling to refine the proposals.

The various issues raised in this consultation process will also feed into the final designs and as part of this process, consideration will be given to the concerns raised. However, it is envisaged that the basic gyratory arrangement will need to remain at the South Circular Road junction.

#### 3.7.10 Issue 9: Other Issues

There were a number of comments made in relation to bus stop locations. The new stops on the Chapelizod Bypass were welcomed but queries were raised in respect of land take, wheelchair accessible, materials / finishes, lighting and security. Elsewhere suggestions were made about new bus stops for future development proposals on St John's Road West and concerns expressed about pedestrians having to cross the cycle track to enter/exit bus.

Some comments welcomed the new two-way cycle facility along the N4 and Old Lucan Road and requested that the existing cyclist / pedestrian bridge over M50 be upgraded.

Some concern was expressed in relation to the potential for future congestion over the M50 as a result of one of the general traffic lanes being replaced with a bus lane.

Finally, a specific safety query was raised in relation to the inbound cycle track running alongside the taxi queuing lane on St Johns Road West inbound approaching Heuston Station.

##### **NTA Response to Issue 9:**

As part of the development of the design for the Lucan CBC the location of all bus stops has been reviewed and the location of some of these have been adjusted to suit forecasts demand and design requirements. The design of the bus stops on the Chapelizod Bypass presented was preliminary in nature and additional design work is on-going to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

As regards the crossings of the M50, the existing pedestrian / cyclist bridge is considered of adequate standard and extensive traffic modelling is being undertaken to confirm that the proposals for new bus lanes will still provide adequate road capacity, as well as liaison with Transport Infrastructure Ireland.

In relation to the cycle track adjacent to the taxi queuing lane on St Johns Road West, it is noted that the cycle track is proposed to cross to the road side in advance of the actual taxi rank and that taxis do not pick up fares from the queuing lane.

## 4. Summary of Public Consultations

The public consultations gave the public the opportunity to voice their concerns, disapproval and suggestions in order for the scheme to cater for everyone's needs. A total of 216 submissions containing 492 comments were received by the NTA for both the second Public Consultation and third Public Consultation. These comments were reviewed and taken into account during the design phase of the project.

Comments varied across a wide range of issues and a summary of the comments can be seen in the appendices of this report.

Overall, throughout the three Public Consultation periods, the NTA received 260 submissions, within which 627 comments were made. Table 4.1 breaks down the themes that were raised.

**Table 4.1: Themes and frequency associated with public consultation comments**

Theme	Public Consultation 1	Public Consultation 2	Public Consultation 3	Totals
Bus services / stops	6 comments	4 comments	42 comments	52 comments
Traffic Impact	44 comments	7 comments	96 comments	147 comments
Cycle facilities	19 comments	12 comments	139 comments	170 comments
Loss of parking	0 comments	0 comments	32 comments	32 comments
Pedestrian facilities	17 comments	14 comments	84 comments	115 comments
Safety	16 comments	16 comments	20 comments	52 comments
Start of CBC	2 comments	1 comment	6 comments	9 comments
Environmental Issues	13 comments	0 comments	9 comments	22 comments
Other	18 comments	1 comment	9 comments	28 comments
				<b>627 comments</b>

The most common issues raised related to traffic Impact, cycle facilities and pedestrian facilities. In particular, cyclist and pedestrian safety were the most frequent comments raised.

The sections of the Proposed Scheme that attracted the most comments are shown in Table 4.2.

**Table 4.2: Scheme sections and frequency associated with public consultation comments**

Section	Public Consultation 1	Public Consultation 2	Public Consultation 3	Totals	Percentage
1 Lucan to M50	20 comments	10 comments	173 comments	<b>203</b>	32%
2 M50	16 comments	4 comments	3 comments	<b>23</b>	4%
3 M50 to Palmerstown	17 comments	1 comment	0 comments	<b>18</b>	3%
4 Palmerstown	12 comments	16 comments	103 comments	<b>131</b>	21%
5 Chapelizod Bypass	17 comments	10 comments	7 comments	<b>34</b>	5%
6 Con Colbert Road	8 comments	5 comments	12 comments	<b>25</b>	4%
7 SCR Junction	7 comments	8 comments	135 comments	<b>150</b>	24%
8 St. John's Road West	10 comments	1 comment	4 comments	<b>15</b>	2%
Whole route	28 comments	0 comments	0 comments	<b>28</b>	5%
<b>Total</b>	<b>135 comments</b>	<b>55 comments</b>	<b>437 comments</b>	<b>627</b>	<b>100%</b>

There were three sections that attracted a high number of comments. In Section 1 most comments related to capacity concerns at the R136 Ballyowen Road junction and cyclist safety. In Section 4, the comments focussed on junction capacity, cyclist facilities and parking in Palmerstown village. In Section 7, most submissions related to pedestrian and cyclist safety at the R111 South Circular Road junction.

## Appendix A

### Summary of Issues Raised by Route Section in Second and Third Public Consultations



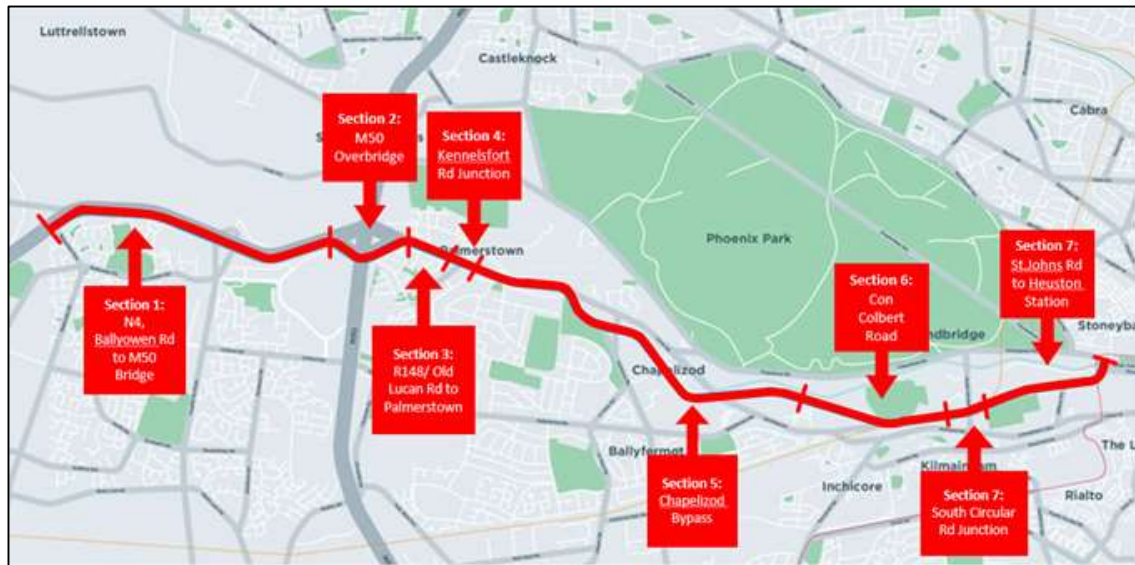


Figure 1: Lucan to City Centre Corridor Map – Scheme Sections

Table 1: Scheme Section by Map Number

Section Number	Section Description	Map Numbers
Section 1	Lucan to M50	1 to 8
Section 2	M50	9 and 10
Section 3	M50 to Palmerstown	11 and 12
Section 4	Palmerstown	13 to 15
Section 5	Chapelizod Bypass	16 to 24
Section 6	Con Colbert Road	25 to 27
Section 7	SCR Junction	28
Section 8	St. John's Road West	29 to 31

The distribution of comments received at the second round of public consultation across the various sections of the scheme can be seen below in Table 2 and Figure 2.

Table 2: Distribution of Comments by Section During Second Public Consultation

Section Number	Section Description	Number of Comments	Percentage
Section 1	Lucan to M50	10	18%
Section 2	M50	4	7%
Section 3	M50 to Palmerstown	1	2%
Section 4	Palmerstown	16	29%
Section 5	Chapelizod Bypass	10	18%
Section 6	Con Colbert Road	5	9%
Section 7	SCR Junction	8	15%
Section 8	St. John's Road West	1	2%
	<b>Total</b>	<b>55</b>	<b>100%</b>

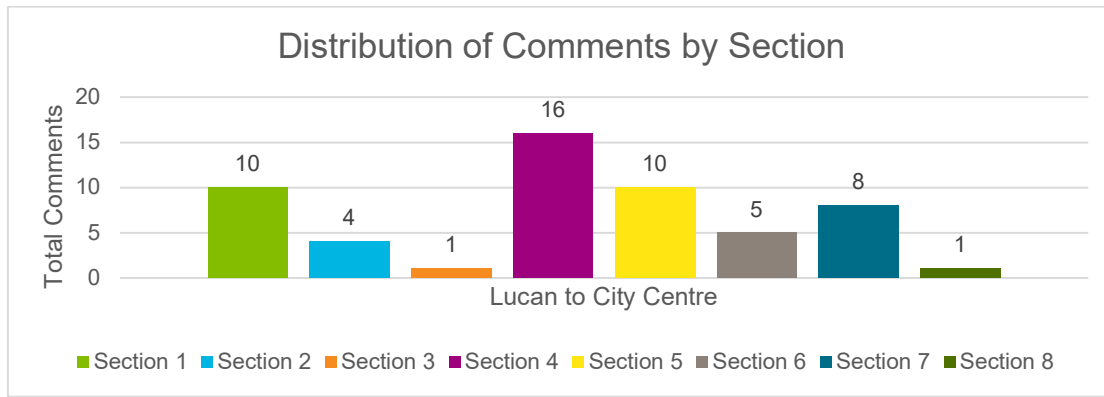


Figure 2: Distribution of Comments by Section During Second Public Consultation

The distribution of comments across the various sections of the scheme can be seen below in Table 3 and Figure 3.

Table 3: Distribution of Comments by Section During Third Public Consultation

Section Number	Section Description	Number of Comments	Percentage
Section 1	Lucan to M50	173	39%
Section 2	M50	3	1%
Section 3	M50 to Palmerstown	0	0%
Section 4	Palmerstown	103	23%
Section 5	Chapelizod Bypass	7	2%
Section 6	Con Colbert Road	12	3%
Section 7	SCR Junction	135	31%
Section 8	St. John's Road West	4	1%
<b>Total</b>		<b>437</b>	<b>100%</b>

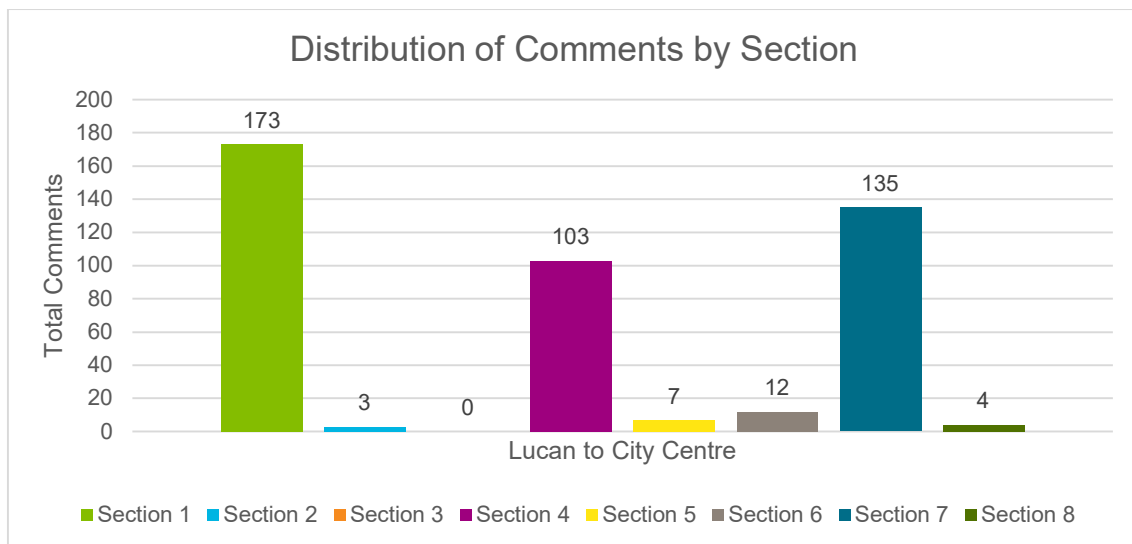


Figure 0: Distribution of Comments by Section During Third Public Consultation

## Details of Comments Received at Second and Third Public Consultations

### Section 1 Lucan to M50

#### Map 1

- The starting point of the CBC was questioned, with a view expressed that this should extend to Junction 5 of the N4 west of Lucan.
- A very large number of comments related to the proposals for the Ballyowen Road, with the following main points made:
  - Congestion – at junctions, primarily associated with the removal of the southbound right turn lane across the bridge onto the N4 westbound slip road;
  - Cycle facilities – at junctions and suggesting the provision of a new cycle bridge across the N4 to accommodate a right turn lane; also, positive support was expressed for the two-way cycle track on Lucan Road;
  - Bus Route – positive support for the increase in bus services and routes, although the need for increased number of services from Adamstown was highlighted; and
  - Safety / layout – pedestrian and cyclist safety at junctions – specifically on R136 Ballyowen Road and R835 Lucan Road.
- In general, the comments felt that the traffic impact of removing the southbound right turn lane would be severe. Many of the comments acknowledged the need for improved cycle and bus facilities and suggested that a new cycle bridge should be provided across the N4 to allow the right turn lane to be retained.
- There were positive comments relating to the proposed two-way cycle track along the Lucan Road, and also that cyclists should use bus lanes.

#### Map 2

- The layout of cycle facilities at the roundabout serving Lucan Retail Park were queried.

#### Map 3

- Several comments expressed support for the proposed two-way cycle track on the north side of the N4, with some asking that the associated tree loss from the Hermitage Golf Club should be minimised.

#### Map 4

- Support was expressed for the proposed two-way cycle track on the north side of the N4.
- The view was expressed that the new boundary wall to the Hermitage Medical Clinic needed to be secure to prevent entry to private land.

#### Map 5

- One comment highlighted the poor pedestrian route to/from the westbound bus stop at Junction 2 of the N4.

#### Maps 6 - 7

- No comments made.

#### Map 8

- Concern was raised about the number of speed ramps on Old Lucan Road, as well as car parking on the proposed two-way cycletrack.
- Support was expressed for the two-way cycle track and the relocated bus stops.

- Concerns were raised about the visual intrusion, noise levels and security / anti-social behaviour associated with the relocated bus tops and new pedestrian bridge.

## Section 2 M50

### Maps 9 - 10

- The standard of the existing cycle facilities crossing the M50 was raised, in particular the width of the existing bridge over the M50.
- Concerns were expressed about the re-allocation of 1 eastbound general traffic lane over the M50 to a bus lane.

## Section 3 M50 to Palmerstown

### Maps 11 - 12

- Some concerns were raised about the speed of traffic along the Old Lucan Road and also HGV access to businesses.
- There was some support for the proposed two-way cycle track as being needed for cyclist safety, and there was also some opposition to the two-way cycle track as it was felt the number of existing cyclists was low.

## Section 4 Palmerstown

### Maps 13 - 15

- A number of themes were raised in the large number of submissions made in relation to the Palmerstown section of the CBC. These were as follows:
  - Loss of Parking – along Old Lucan Road east of the village centre, also citing a lack of need for the proposed two-way cycle track based on existing cyclist numbers;
  - Congestion – concerns raised in relation to Kennelsfort Lower Road Junction, the Oval Junction and from a general increase in traffic in the village, with associated impact on the village feel of the road;
  - Bus Services – the view generally expressed was that there was no need for Bus route 80 to travel along Old Lucan Road;
  - Bus stop – some comments made it clear they didn't want the new bus stops located outside their houses;
  - Cycle facilities – while there was some support for the two-way cycle track along the full length of Old Lucan Road, there was a large number of submissions that queried the need for the proposed two-way cycle track along Old Lucan Road, primarily along the section east of the village centre where there was loss of parking. Also, the comments questioned why the cycle facilities did not continue through Chapelizod village;
  - Safety – concerns were raised in respect of the Kennelsfort Road Lower and the impacts of the recently approved hotel expansion and Strategic Housing Development had not been accommodated. In addition, concerns were raised about HGV manoeuvres on Old Lucan Road west of the village centre and at the Oval junction; and
  - Other comments expressed the view that commuters use Palmerstown as a park and ride; better pedestrian facilities required; and incorrect spelling of Palmerstown on road signage.

## Section 5 Chapelizod Bypass

### Maps 16 - 17

- Comments were made about the need to continue the cycle facilities through Chapelizod village.
- Some submissions also asked the existing shared space at the start of the bypass be widened by narrowing the mainline carriageway.

### Maps 18 - 19

- No comments made.

### Map 20

- The provision of new bus stops on the bypass, served by steps and ramps from Chapelizod Hill Road, was supported, although the need to mitigate possible, noise, visual intrusion and security / anti-social behaviour was highlighted.

### Maps 21 - 24

- No comments made.

## Section 6 Con Colbert Road

### Map 25

- New bus stops were requested at the existing footbridge over the R148.

### Map 26

- A number of comments were made in relation to the existing safety of pedestrians, including school children, and cyclists using the Memorial Road junction, with some requesting a new pedestrian bridge at this location.

### Map 27

- No comments made.

## Section 7 SCR Junction

### Map 28

- A very large number of comments were made in relation to pedestrian and cyclist safety at the South Circular Road Junction, in both the existing arrangement and with the proposed junction layout.
- Specific concerns related to the high number of school children navigating the junction in the north-south axis which required a large number of traffic lanes to be crossed. Many expressed the view that the junction provided a hostile environment for vulnerable users.
- Other comments highlighted poor driver behaviour, including speeding and breaking of red lights leading to long crossings.
- While some comments acknowledged that the proposals included some improvements over the existing arrangement, there was a strong view that further improvements for pedestrians and cyclists were required.
- Suggestions made included reducing the number of general traffic lanes, widening footways and cycle tracks, improving the public realm of the junction and providing a pedestrian bridge over the junction.

## Section 8 St John's Road West

### Map 29

- Support was expressed for shortening the taxi queuing lane.

### Map 30

- New bus stops were requested to serve future development sites.
- A request was made to review the location of the cycle track relative to the taxi queuing lane.

### Map 31

- A suggestion was made to move the cycle track on the other side of the bus stops.

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