

**Appendix B2**  
Rathfarnham to City  
Centre Core Bus  
Corridor – 1st Non-  
Statutory Public  
Consultation  
Submission Report

## **B2 Rathfarnham to City Centre Core Bus Corridor – 1st Non-Statutory Public Consultation Submission Report**

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The EPR Public Consultation Submissions Reports for the Tallaght to Terenure Core Bus Corridor is available from the NTA BusConnects Website, and can be accessed by clicking on the links below:

<https://busconnects.ie/wp-content/uploads/2022/02/12-rathfarnham-to-city-centre-report-on-cbc-public-consultation-4.pdf>

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 12 – Rathfarnham to City Centre

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

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### Appendix A

Summary of Issues Raised by Route Section

# 1 Executive Summary

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## 1.1 Objective of the Scheme

The aim of the BusConnects programme is to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200km of cycle tracks 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 Core Bus Corridor 12 which runs from Rathfarnham to the City Centre.

## 1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

*The first phase of the public consultations commenced in November 2018 and is on-going. The latest public consultation for phase two is commencing today on the Emerging Preferred Routes for the following six corridors:*

- *Liffey Valley to the City Centre*
- *Clondalkin to Drimnagh*
- *Greenhills to the City Centre*
- *Tallaght to Terenure*
- *Kimmage to the City Centre*
- *Rathfarnham to the City Centre*

*On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by up to 19% 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.*

*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.*

*Phase Three of the Core Bus Corridors project will get underway in mid-February and will run until the end of April featuring the final six corridors: Ballymun to the City Centre; Finglas to Phibsborough; Bray to the City Centre; Blackrock to Merrion; UCD Ballsbridge to City Centre and Ringsend to the City Centre.*

*Anne Graham, CEO of the NTA said: "Today marks the second stage in a three-step process with details being unveiled of six additional Emerging Preferred Routes foreseen under the BusConnects Core Bus Corridor project. In recent days, we have notified the 665 property owners along these routes who may be potentially affected and offered one-to-one meetings to inform them of the proposals and listen to their feedback.*

*"We would encourage those who received the notification to get in contact with us and engage in the consultation process that runs until the 29th March. We want to hear from them to get their views on the proposals and the issues that they wish to see addressed.*

*"At the NTA, we are determined to deepen our engagement with the communities along each of the identified corridors. That is why in addition to the meeting with potentially affected property owners we will also be organising public information events and Community Forums along each of the six corridors announced today.*

*"The Community Forums, in particular, will ensure a two-way dialogue with community leaders, residents' associations, special interest groups and public representatives. We are eager to listen to the concerns of all those affected, and we will ensure they are kept updated on the project as it progresses.*

*"We have been encouraged by the positive level of engagement the NTA has witnessed since the launch of the Core Bus Corridors project public consultation in November 2018 and we will examine all observations carefully over the coming weeks as we look to develop Final Preferred Routes.*

*"Although we are aware that a project of this scale will bring many challenges, the BusConnects Core Bus Corridor project is needed now more than ever. With the city due to expand by 25% by 2040, continuous bus priority and segregated cycle lanes will be required to 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.

Each of the emerging preferred routes can be seen below in Figure 1 with the Rathfarnham to City Centre route designated as Core Bus Corridor 12.



Figure 1: Radial Core Bus Corridors Emerging Preferred Routes.



## 1.4 Information Provided in Public Consultation

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

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

The additional supporting information on the website included:

- Rathfarnham to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Possible Land acquisition drawings;
- Architectural Heritage Overview of the Rathfarnham to Rathmines CBC, Dublin Report incl. Appendices; and
- Design option drawings for various route sections.

## 1.5 Submissions Received

There were **2,758** submissions received relating to the Rathfarnham to City Centre Core Bus Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

## 1.6 Principal Issues Raised

The submissions received cover a wide spectrum of views. The majority of the submissions raised concerns about the scheme, or elements therein. A limited number of the submissions were positively supportive of the scheme while many expressed qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

The principal issues raised included:

- 1) Diversion of Cyclists off the Most Direct Route
  - 1a: Cyclists Diverted at Brookvale
  - 1b: Cyclists Diverted at Rathmines
- 2) Vulnerable Road User Safety
- 3) Traffic Disruption due to Traffic Diversions
- 4) Route not Suitable for Bus Corridor
- 5) Land Acquisition
- 6) Removal of Trees
- 7) Access to Property

- 8) Loss of Parking
- 9) Devaluation of Property
- 10) Insufficient Consultation
- 11) Loss of Heritage
- 12) Metro Option Should be Considered
- 13) Noise Pollution

## 2 Introduction

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Consultation on the Rathfarnham to City Centre Core Bus Corridor Emerging Preferred Route ran for a period of three months and one week, between the 23<sup>rd</sup> January 2019 and the 30<sup>th</sup> April 2019.

Every property owner potentially affected by the proposals was notified by post issued on the 18<sup>th</sup> January and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- Hilton Hotel, Charlemont Place, Monday 11 March 2019
- Dublin City Council Civil Offices, Wood Quay, Tuesday 12 March 2019

Community Forum Events were held at the following locations:

- Hilton Hotel, Charlemont Place, Monday 11 February 2019
- Hilton Hotel, Charlemont Place, Thursday 17 October 2019

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

The public were invited to make written submissions relating to the Emerging 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.

## 3 Approach to Assessing the Submission

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The review of the submissions commenced in June 2019 once the consultation period for all three phases had closed. The NTA received 2,758 submissions for the Rathfarnham to City Centre emerging preferred route, from 23<sup>rd</sup> January 2019 until the 30<sup>th</sup> April 2019. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

All submissions were entered into a database. Of the total submissions, 15 of the files were duplicates and 14 were letters/emails requesting acknowledgement of receipt of a submissions. Therefore, a total of 2,729 submissions were assessed.

Of the total number of submissions, there was 1 submission with multiple signatures (12 signatures supporting the Merrick House submission). A further 2 submissions represented groups quoting the number of people who supported the submission (no physical signatures accompanied the submission):

- Rathgar Road and Area Residents (representing 3,500 people); and
- Terenure Residents' Association (representing 800 households).

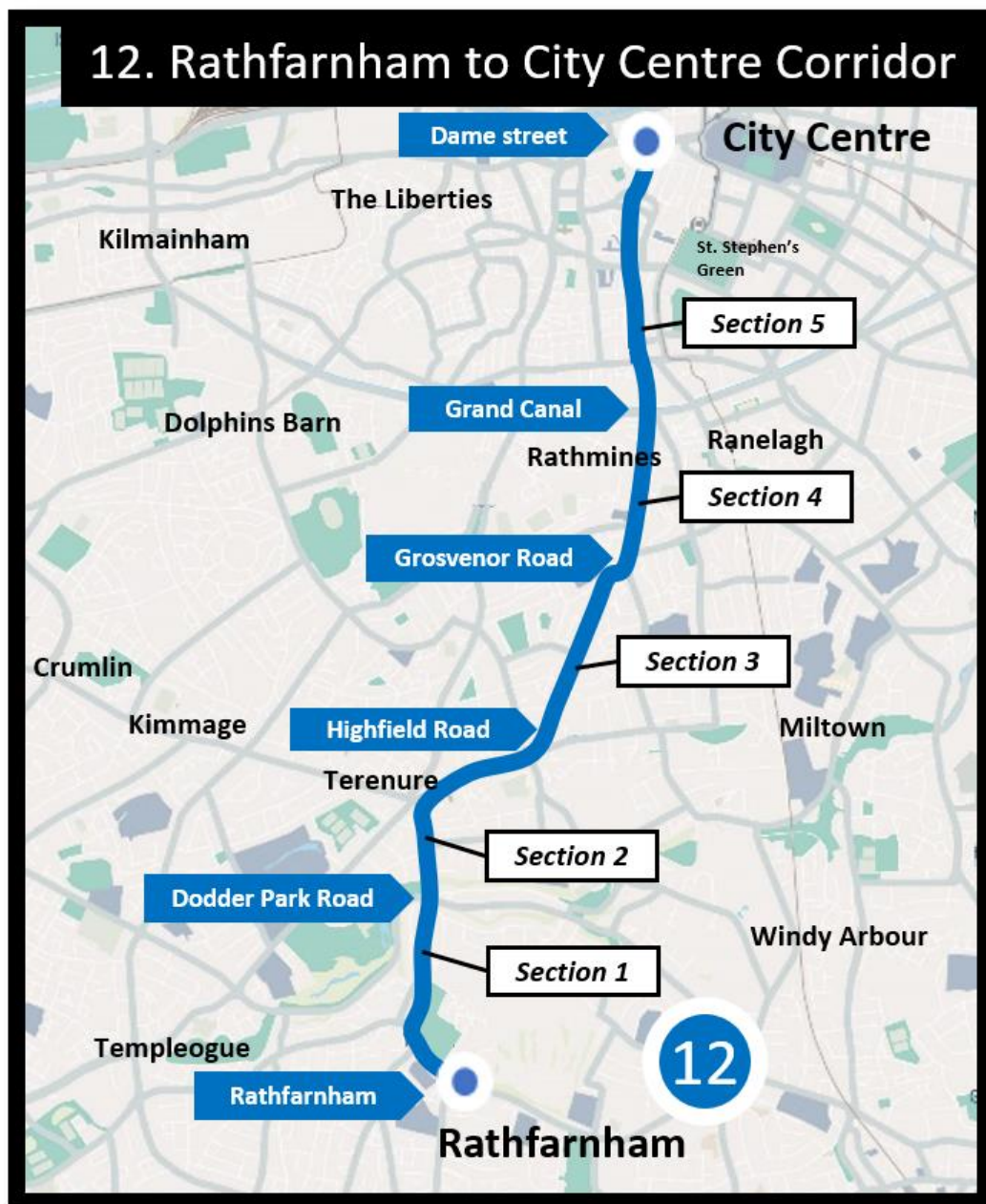
## **4 Analysis of Issues Raised by Section**

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The Core Bus Corridor was divided into five sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The five sections were;

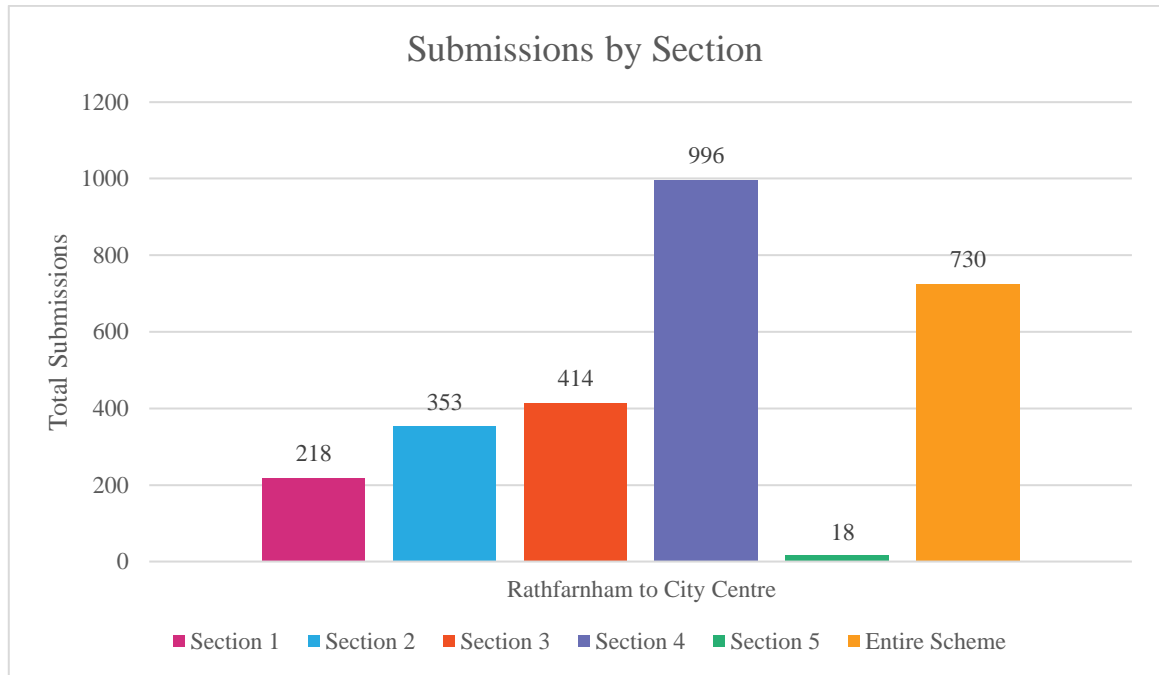
- Section 1: Rathfarnham to Dodder Park Road
- Section 2: Dodder Park Road to Highfield Road
- Section 3: Highfield Road to Grosvenor Road
- Section 4: Grosvenor Road to Grand Canal
- Section 5: Grand Canal to Dame Street

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



**Figure 2: Rathfarnham to City Centre CBC - Entire Scheme and Sections.**

The section attracting the most comments was Section 4 ‘Grosvenor Road to Grand Canal’, which runs through the village of Rathmines. The ‘Entire Scheme’ received the second most submissions, accounting for 27% of all submissions. Section 3 ‘Highfield Road to Grosvenor Road’ which runs along Rathgar Road, accounted for a further 15% of the submissions. Section 2 ‘Dodder Park to Highfield Road’ which runs through Terenure Village, accounted for a further 13% of the submissions. Finally, Section 1 ‘Rathfarnham to Dodder Park’ accounted for 8% of submissions and Section 5 ‘Grand Canal to Dame Street’ received 18 submissions. The distribution of submissions, across the various sections of the scheme can be seen below in Table 1 and Table 2.



**Figure 3: Distribution of Submissions per Section of the Rathfarnham to City Centre Core Bus Corridor.**

**Table 1: Number of Submissions per Section of the Rathfarnham to City Centre Core Bus Corridor.**

Section	Number of Comments	Percentage
1: Rathfarnham to Dodder Park Road	218	8%
2: Dodder Park Road to Highfield Road	353	13%
3: Highfield Road to Grosvenor Road	414	15%
4: Grosvenor Road to Grand Canal	996	36%
5: Grand Canal to Dame Street	18	1%
The Entire Scheme	730	27%
<b>Total Assessed</b>	<b>2,729</b>	<b>100%</b>

## 5 Profile of Those Making Submissions:

Of the submissions received:

- 97.4% were from residents of the study area who were not directly impacted by the scheme and typically referred to local matters;
- 2.6% other.

## 6 Themes Raised in the Submissions

All 2,729 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 9 main themes were identified during this review process.

**Table 2: Frequency of Themes raised through the Submissions.**

Theme	Frequency of Comments
Accessibility/ Traffic Impact	1,117
Land Use	426
Safety	1,041
Environmental Sustainability	726
Social Impact	836
Suggestions and New ideas	509
Economy	651
Heritage	771

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

## 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, the key issues related to the project are as follows:

- 1) Diversion of Cyclists off the Most Direct Route
  - 1a: Cyclists Diverted at Brookvale
  - 1b: Cyclists Diverted at Rathmines
- 2) Vulnerable Road User Safety
- 3) Traffic Disruption due to Traffic Diversions
- 4) Route not Suitable for Bus Corridor
- 5) Proposed Land Acquisition
- 6) Removal of Trees
- 7) Access to Property
- 8) Loss of Parking
- 9) Devaluation of Property
- 10) Insufficient Consultation
- 11) Loss of Heritage
- 12) Metro Option Should be Considered
- 13) Noise Pollution

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

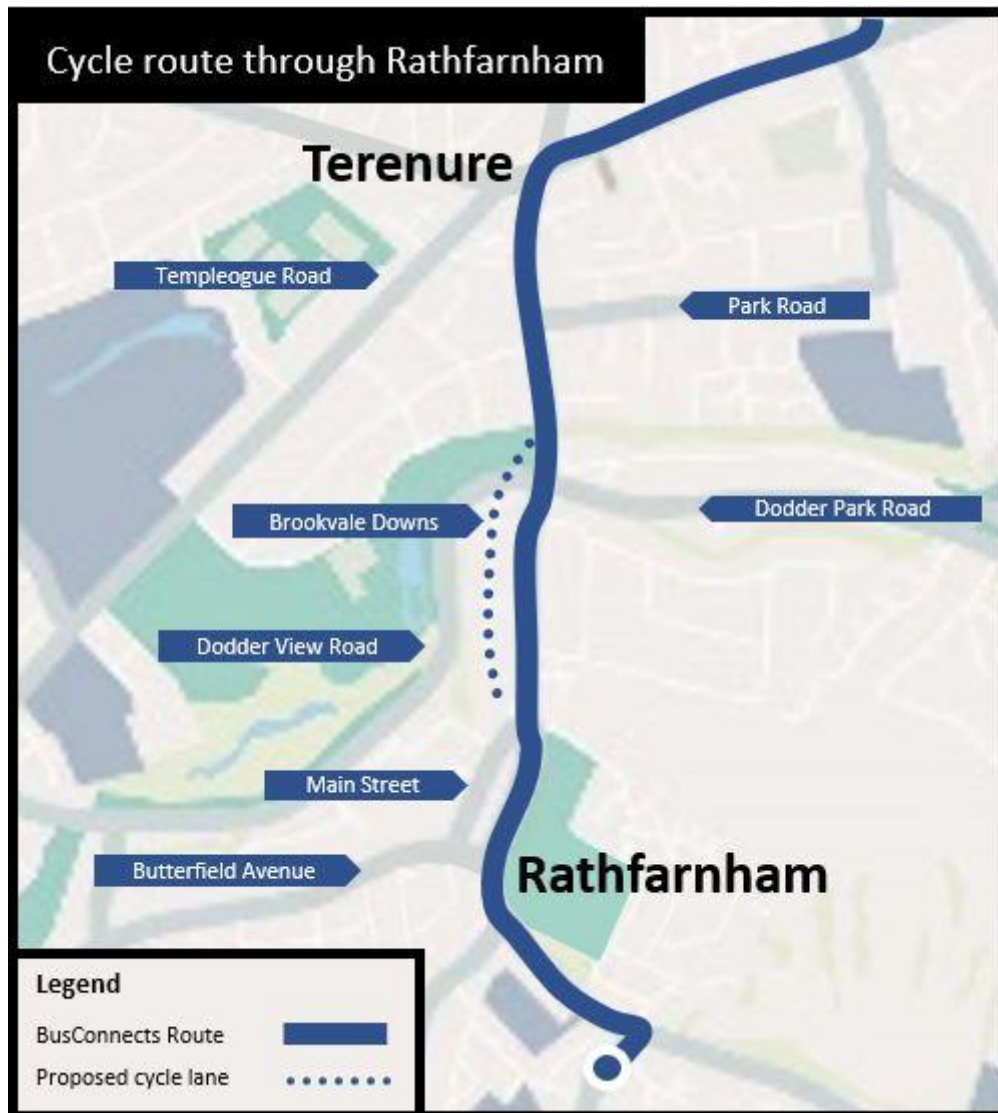
### **Issue 1: Diversion of Cyclists off the Most Direct Route**

Submissions raised concerns about two areas where, as part of the Emerging Preferred Route, cycle facilities were not provided along the CBC corridor, but rather on an alternative route.

#### **Issue 1a: Cyclists Diverted at Brookvale**

Concerns were raised for the diversion of cyclists in Rathfarnham from the CBC route along Rathfarnham Road to Brookvale Downs. These submissions primarily by related to:

- Concerns for children and pedestrian safety, for those living in and walking through Brookvale, due to increased cyclist volumes;
- Concerns that Brookvale Downs is too narrow to accommodate the amount of cycle traffic that would be generated;
- Concern for emergency vehicles accessing and exiting Brookvale because of possible increase of cycle volumes;
- Concern for cyclist's safety due to owners leaving residences by car onto Brookvale which may conflict with cyclists.
- Concern that cyclists might not use the route as it is longer and more convoluted than the most direct route on Rathfarnham Road.



**Figure 3: Cycle Route Diversion at Brookvale**

### **Issue 1b: Cyclists Diverted at Rathmines**

A large number of submissions were received in relation to cycle facility options in Rathmines. As part of the public consultation of emerging preferred route, two Options, Option A and Option B were presented. Option A proposed cycle facilities along Rathmines Road with a one-way traffic regime in Rathmines, whereas Option B proposed an alternative cycle route between Charleville Road and the City Centre with two-way traffic regime in Rathmines.

#### **A. Support for Option A – Cycle Facilities along Rathmines Road Lower**

Of the relevant submissions received relating to cycle facilities at Rathmines, most were in support of Option A. The key issues raised by those in support of Option A were:

- Submissions raised concern for the safety of children, parents and staff attending schools in the Rathmines areas. Option A was preferred to Option B in this regard due to the fact that Option B cuts through St Marys



and St Louis Schools, which it was felt could bring large numbers of cyclists through the school grounds.

- Many submissions supported option A in order to give priority to those using public transport and cycling and stated that Option A is already heavily used by cyclists and a far more direct and shorter route when compared with Option B.
- Submissions raised concerns over the safety of Option B and believe it could be a more difficult route for cyclists to navigate. Concerns were also raised that Option B also would not cater for residents needs to cycle between Castlewood Avenue and Grove Road to access schools, colleges and shops.
- Other submissions supported Option A because there are many cafes, pubs and restaurants in the area that could benefit from a cycle lane through Rathmines Village.
- A large number of submissions simply stated a preference for option A without providing a reason.

## **B. Support for option B – Cycle facilities on parallel route**

Of the relevant submissions received relating to cycle facilities at Rathmines, there was some support of Option B. The key issues raised by those in support of Option B were:

- Submissions were concerned that some residents must use their car and claimed that Rathmines is mainly supported by cars to access schools and amenities. These submissions feared that the introduction of a one-way system might hamper the movement of vehicles in Rathmines.
- Many submissions highlighted concerns over the possible impact Option A would have on adjoining roads in terms of displaced traffic, therefore supporting Option B;
- Residents of Swanville Pl, Greenwich Court, Prince Arthur Terrace, Leinster Square, Leinster Road, Williams Park, Ardee Road and Military Road expressed their concern over that there may be impaired access to these areas due to proposed traffic restrictions on Rathmines Road Lower as part of Option B.

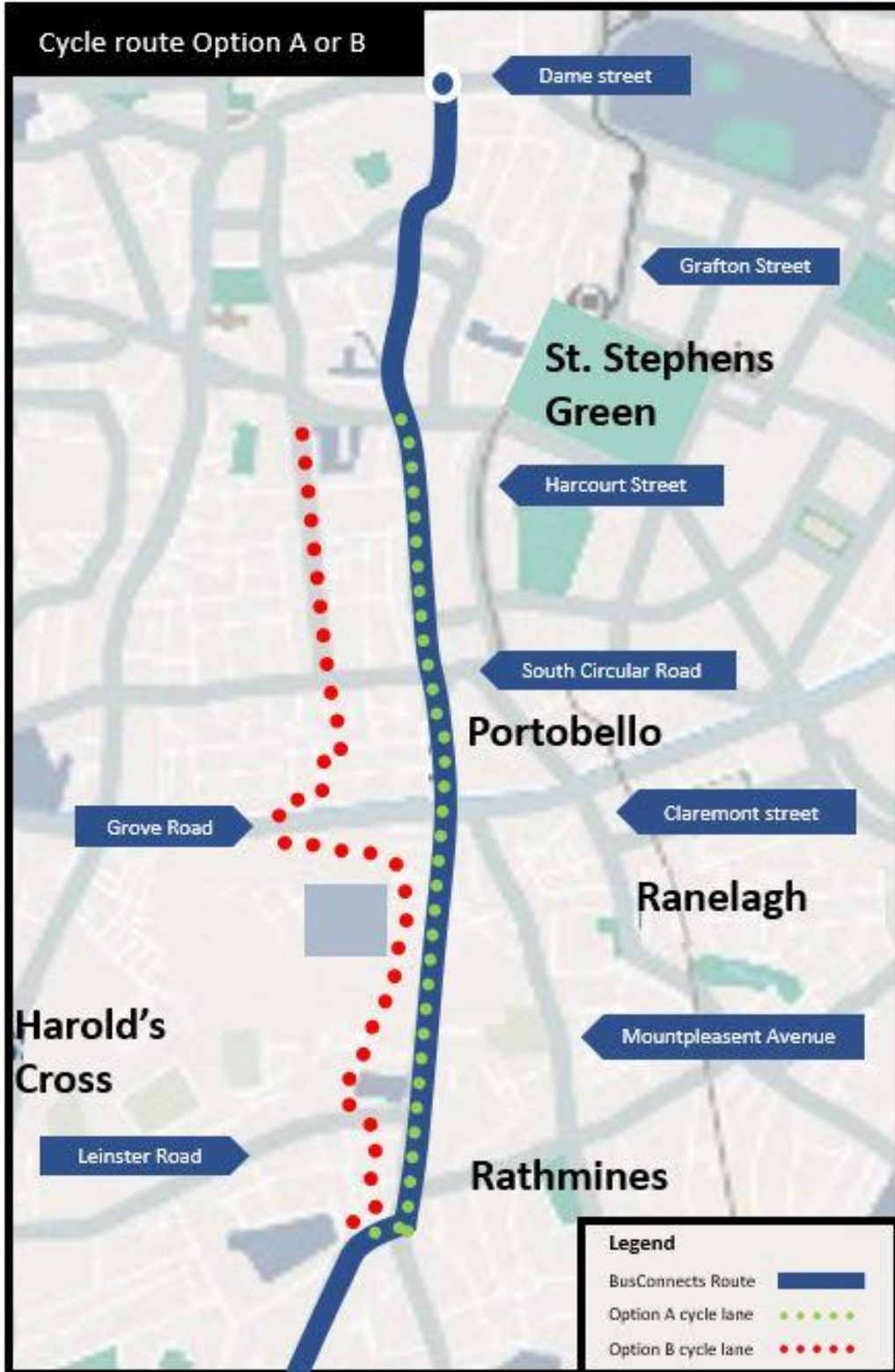


Figure 4: Cycle Route Diversion at Rathmines Option A versus Option B

***NTA response to Issue 1a***

The cross-sectional width along Rathfarnham Road is not sufficient to provide bus lanes, cycle lanes, footpaths and traffic lanes in each direction. The diversion of cyclists to Brookvale Downs was originally proposed to meet the scheme objectives while accommodating the needs of all road users. Following review of the submissions received and further analysis the PRO proposal is to provide an alternative facility for cyclists, utilising St. Mary's Avenue, connecting to the proposed Dodder Greenway cycle route and linking to Rathdown Park via a proposed structure over the River Dodder.

***NTA response to Issue 1b***

Two options were presented in relation to cycle facilities between Charleville Road and the City Centre as part of the Emerging Preferred Route Public Consultation. Following review of the submissions received and further analysis the PRO proposal is to provide a bus gate within Rathmines Village, restricting through vehicular traffic and maintaining cyclist facilities along the CBC.

**Issue 2: Vulnerable Road User Safety**

Concerns were raised for vulnerable road users, in particular cyclists and pedestrians. Residents felt there was a lack of protection from cars and buses, large junctions, width of the footpath and the road.

Concerns were raised for cyclist safety, in particular in areas where the cycle lane was 'sandwiched' between the car lane and bus lane. Many submissions expressed concerns that the proposed cycle lanes were unsafe and requested that the lanes were segregated further. Submissions highlighted worry for elevated cycle lane which will be interrupted by bus stops and entrances to the residences on the road will not provide the cyclists with a safe environment.

Concern for all road users and pedestrians due to residents reversing out of their driveways onto the main road across a cycle lane and a bus lane to access the central lane designated for cars. Residents would like to see additional pedestrian crossings on Rathgar Road/Orwell Road/ Rathgar Ave. and Terenure Cross.

Many residents raised concern for the bicycle lane on St Louis Lane, Ardee Road and through St Mary's school grounds as it may compromise children's safety and believes the cyclist's route is too complex of a design with multiple right angles and corners. Many submissions questioned if a safety analysis was conducted and where the public can access the results.

Submissions highlighted that footpaths may not be wide enough to ensure safety of pedestrians and may have to move onto the cycle lane increasing danger. Concerns over the width of the road and speed of vehicles and cyclists would make navigation across the road unsafe for pedestrians, (in particular children). Regular, safe crossings are necessary for pedestrian safety.

Concerns that programmes such as the Green School Initiative, which explicitly encourage walk to school programmes will be unsafe to implement.

Specific areas noted of concern were:

- At large access and egress points, such as St. Marys school Rathmines (option B in Rathmines);
- Concerns raised for safety on Rathgar Road generally;
- Absence of cycle lanes in Terenure Road East.

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

Following review of the submissions received and further analysis a number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions is enhanced provision for vulnerable road users. Within the PRO proposal, along with general improvements to the vulnerable road user environment where possible, amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- On Rathfarnham Road, a revised alternative cycleway is proposed linking cyclists via a high-quality largely segregated connection utilising a section of the proposed Dodder Greenway and linking back to CBC12 via a new structure crossing the River Dodder.
- At Terenure Cross, a new alternative cycleway is proposed along Terenure Road North and Harold's Cross Road providing a continuous segregated facility for cyclists accessing the city centre linking to CBC11 in Harold's Cross.
- On Terenure Road East at Terenure Cross, it is proposed to utilise bus priority traffic signals to provide bus priority, allowing for the existing footpath widths in this location to be increased.
- Within Rathmines Village, the proposed bus gate allows for enhanced pedestrian provision within the village centre as well as the provision of high-quality segregated cycle tracks through Rathmines.
- A number of traffic management measures are proposed along the route including the bus gate in Rathmines, the proposed one-way inbound general traffic regime on Rathgar Road, the proposed one-way outbound general traffic regime on Camden Street, which will reduce the through traffic utilising the route and as such provide a better environment for vulnerable road users. In some locations, these proposals allow footpath widths to be increased.
- The junction of Rathmines Road Upper, Rathgar Road and Rathmines Road Lower has been significantly altered to better provide for safe cyclist and pedestrian movements as well as an enhanced public realm.

### Issue 3: Traffic disruption due to Traffic Diversions

Submissions raised concerns about potential pinch points at Terenure, Rathgar Cross, Rathmines Garda Station and Portobello Bridge.

Submissions also raised concerns about the potential for ‘rat running’ due to traffic restrictions, referencing roads such as Neville Road, Charleville Road, Military Road, Garville Avenue, Bushy Park Road, Greenmount Road, Victoria Road, Zion Road, Orwell Road, Brighton Road, Rathgar Avenue, Frankfurt Avenue and Kenilworth Park. The principal issues in relation to this topic were:

- Concern for the ability of residential road infrastructure to accommodate possible increased traffic amounts safely.
- Concerns that the possible increase in traffic volumes may result in bad driver behaviours, increasing safety concerns for pedestrians, cyclists and other motorists.

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

Following review of the submissions received and further analysis a number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions are revised traffic management proposals. Within the PRO proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- On Terenure Road East at Terenure Cross, the existing built environment close to the carriageway restricts the available cross-sectional width. It is proposed to utilise Signal Controlled Priority to provide bus priority through this section.
- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road.
- A bus gate is proposed in Rathmines Village between Military Road and Richmond Hill restricting through traffic through the village.
- A one-way outbound general traffic regime is proposed on Camden Street, with through traffic directed to Harcourt Street.
- Traffic management measures such as turning restrictions at junctions or road closures will also be considered on adjoining residential streets along the corridor at suitable locations to prevent through traffic diverting inappropriately in addition to maintaining current turning restrictions where feasible.

These proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce through commuter traffic.

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.

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: Route not suitable for bus corridor**

Submissions raised concerns that the Rathfarnham to City Centre corridor may not be suitable for a core bus corridor. The main concerns in this regard related to:

- Possible loss of Heritage and community;
- Potential traffic congestion in Residential areas;
- Safety concerns;
- Possible removal of trees, woodland, green areas and parking places, loading bays and the impact that could have on villages along the CBC.

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

Following review of the submissions received and further analysis a number of sections along the route have been assessed and amended as part of the design development, many of which address concerns raised as to the suitability of the route for a bus corridor. Within the PRO proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- On Terenure Road East at Terenure Cross, the existing built environment close to the carriageway restricts the available cross-sectional width. It is proposed to utilise bus priority traffic signals to provide bus priority through this section allowing for enhanced footpath widths and public realm provision.

- An alternative cycle facility is proposed utilising Terenure Road North and Harold's Cross Road linking to CBC 11 at Harold's Cross. The impacts on Terenure Road East have been significantly reduced due to this design development.

- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road. As such, no land acquisition is required along Rathgar Road, avoiding impact on the curtilage of protected structures and private garden trees.

- A bus gate is proposed in Rathmines Village between Military Road and Richmond Hill restricting through traffic through the village. This will allow for enhanced pedestrian provision within the village centre as well as the provision of high-quality segregated cycle tracks through Rathmines.

- A one-way outbound regime is proposed on Camden Street, with through traffic directed to Harcourt Street, allowing for the provision of segregated cycling facilities on Camden Street.

Further detail in relation to land acquisition, impact on trees and impacts on parking are provided in the responses to Issues 5, 6 and 7 respectively.

## Issue 5: Proposed Land Acquisition

Many residents were concerned about the acquisition of private land to deliver the scheme. Particular concerns that were mentioned included the possible loss of aesthetic amenity, reduction in driveways and parking areas, reduction in property value, reduction in safe access, privacy and security, potential impacts on historic/ Victorian/ protected buildings, and potential impacts on boundaries and walls.

Residents noted that they would take legal action or intend to sell if plans were to go ahead. The residents were also concerned over the cost of legal fees and cost of purchase that the programme would incur as a result. Concerns were raised that the CPO values would not reflect the true value and potential loss of the property impacts. The cost of reinstating walls and historic railings was also a concern for residents.

Many residents stated that their properties are protected structures, particularly on Rathgar Road, and asserted that land acquisition may not be an option for their houses.

Concerns were raised that land acquisition near Pearse bridge on Rathfarnham Road could result in gradients that are not consistent with building regulations.

Local businesses were concerned over the loss of street space which could impact their outdoor seating area, therefore possibly decreasing the income to the business.

### *NTA response to Issue 5*

Following review of the submissions received and further analysis a number of sections along the route have been assessed and amended as part of the design development, many of which reduce the impact on private properties, particularly those with heritage value. The PRO proposes, amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- On Rathfarnham Road between Rathdown Park and Bushy Park Road it is proposed to manage bus priority through Signal Controlled Priority, removing the impact on a number private properties in this area.
- An alternative cycle facility is proposed utilising Terenure Road North and Harold's Cross Road linking to CBC 11 at Harold's Cross. The impacts on private properties Terenure Road East have been significantly reduced due to this design development.

- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road. As such, no land acquisition is required along Rathgar Road.

In total, the PRO proposals have reduced the number of properties impacted by 146 properties and reduced the extent of impact on an additional 30 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 6: Removal of Trees

Residents were concerned that the removal of trees might negatively impact air quality, increase noise pollution, emissions and detract from the visual amenity of the area. It was also noted that the trees create a natural division between the footpath and the road, which provides protection for pedestrians. The proposed removal of these trees was highlighted as a concern in the context of the safety of pedestrians.

Some submissions noted concerns about the impact of the proposals on the environment in general. Many were concerned that emissions from private vehicles, redirected onto residential and alternative routes, might not be reduced by the scheme. Residents also highlighted concerns that diesel buses used by the NTA are polluting to the environment.

The local community was disappointed with the lack of precise information available on the proposed removal of trees along the bus corridor, such as which trees would be removed, would the trees be replaced etc. Submissions raised concerns that the proposals were hypocritical, and that the scheme was not necessarily sustainable. Concerns were also raised that replacement trees might not compensate for the removal of the mature trees due to older trees being able to absorb more carbon dioxide.

Residents were worried that the removal of trees would not help Ireland in meeting Ireland's Climate and Energy Targets, as set out by the EU.

### *NTA response to Issue 6*

A number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions is the potential retention of a significant number of existing trees. Within the PRO proposal, along with general retention of trees where possible, amendments have



been made on certain key sections referred to in the submissions, with the potential outcomes as follows:

- All existing trees within private curtilage along Rathgar Road will now be retained; and
- All existing trees within private curtilage on the northern side of Terenure Road East between Ferrard Road and Rathgar Avenue will now be retained.

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: Access to property

Residents raised concerns over potential difficulties and dangers when accessing and egressing their property due to conditions such as possible increased traffic speeds, traffic volumes and reduced footpath width. It was highlighted that these risks could create an unsafe environment for pedestrians.

Many residents were concerned due to the possible loss of driveways and on street parking that it could make it even more difficult to access their property for themselves and visitors. Residents noted that the loss of driveway would impair residents being able to turn in their driveway to face out, and that they would have to reverse onto the road. Many residents highlighted concerns about this, in relation to their own safety and the safety of pedestrians, cyclists and other road users.

### ***NTA Response to Issue 7***

The impact on properties boundaries has been assessed further in terms of how it may affect access arrangements to properties, particularly where stepped access or steep driveways might be affected. The PRO proposal on Rathfarnham Road between Brookvale Road and Bushy Park Road which redirects cyclists onto an alternative cycle route mitigates the impact on steep driveways.

In addition to this, design developments including the proposed alternative cycle facilities in Rathfarnham and on Terenure Road North and the proposed one-way general traffic regime on Rathgar Road have significantly reduced the impact on private properties and access to same (overall 146 fewer properties impacted and an additional 30 properties with reduced impact).

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 8: Loss of parking

Concerns were raised over the loss of private parking spaces, due to the proposed acquisition of land. Most of these concerns were raised by local residents and landowners who were directly impacted by the acquisition of land such as on Rathfarnham Road and Rathgar Road.

Local business owners and community members, particularly in Terenure and Rathmines Village, were concerned that the reduction of public on-street car parking spaces may negatively impact businesses. Further concerns were raised that the removal of loading bays might further negatively impact businesses such as the Texaco in Rathfarnham, Rathgar Medical Centre, Rathgar Dental Clinic, Credit Union, Rathfarnham, Swan Centre (Dunne's), Rathmines, War Memorial Hall, Rathfarnham and Terenure Enterprise Centre.

It was also noted that the reduction in public and private parking in the area might discourage guests from visiting these areas which could have an impact on the community's standard of living.

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

The impact on public parking and loading, particularly within village centre areas, has been reviewed and the PRO proposes to minimise and/or mitigate the impact on local business owners and community members. The PRO proposal has reduced the impact on parking in the villages of Terenure, Rathgar and Rathfarnham. For instance, in Rathgar Village, 11 spaces previously identified to be removed, will now be retained under the PRO proposals.

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 9: Devaluation of property

Many residents who were either directly or indirectly impacted by proposals, raised concerns over the possible devaluation of their property.

A number of submissions raised concerns about the impacts that land acquisition could have on property including the potential increase in noise levels, reduced aesthetic value (removal of hedges and shortening of gardens), reduction of driveway length (and parking space), removal of safe access to property, reduction of privacy and security (hedge removal & reduction in distance from the public road).

Other residents were concerned that proposals may indirectly impact the value of their homes. The indirect impact included vehicle restrictions, possible increase of traffic volumes on residential roads, potential loss of parking, potential loss of trees etc.

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

Design developments including the proposed alternative cycle facilities in Rathfarnham and on Terenure Road North and the proposed one-way general traffic regime on Rathgar Road have significantly reduced the impact on private properties (overall 146 fewer properties impacted and an additional 30 properties with reduced impact).

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. Should Compulsory Purchase Order be required, this process will fairly assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls

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

### **Issue 10: Insufficient Consultation**

Residents were concerned that the NTA representatives at the public consultation presentation were unable to answer some of the questions about the proposals. Residents queried why Dublin Bus representatives were not present in any of the consultations. Many residents felt they were not notified of the plans for the area unless their property was under a possible CPO, with some residents stating that they never received notification of possible CPO of their homes.

There was a general concern raised in many submissions, that local residents have not been considered in this process, that the procedure is a desk-based analysis completed by people who do not live in the area and therefore do not have an insight into the way the roads work.

Residents felt that there was not enough baseline data collected before the design of the bus corridor. Residents were disappointed that in depth environmental, cost/benefit, social, economic, safety, traffic, heritage or conservation data was not collected or analysed before the scheme was designed. It was also suggested that surveys and studies could try to discover where it is that commuters need to get to. It was stated that if this data was collected and traffic modelling was done, the scheme could aim to provide for these needs.

Many submissions were concerned that Dublin Bus was not involved in the consultation process. Some residents felt the plans conflicted with the Dublin Development plan 2016-2013.

Some residents felt that the numbering of routes was far from obvious and the documents describing the scheme were confusing.

### ***NTA Response to Issue 10***

As part of this non-statutory public consultation this CBC received 2,758 submissions, while overall 13,000 submissions were received. On this CBC, in relation to the non-statutory public consultation there have been two Community Forums, and a significant number of both one to one meetings and meetings with residents groups during the development of the PRO.

Following this design development, a further round of non-statutory public consultation will be carried out to present these revised designs to the public. In tandem with this, representatives of local bodies will be regularly updated at Community Forum presentations. Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.

### **Issue 11: Loss of heritage**

Residents were concerned about the impact the possible loss of heritage would have on the community and villages.

The main concerns were over the architectural changes that would take place. The main concerns that were discussed were the proposed removal of railings, walls and boundaries and concerns for the architectural impact on buildings including Rathfarnham Castle, Memorial Hall, Historic Public Toilets (Rathmines), Victorian homes/buildings and protected/listed structures. Concerns for the beauty, historical and unique character of the villages if the proposed works go ahead, many submissions felt that the plans might not preserve the villages' heritage.

Particular concerns included potential demolition of historic brick wall boundaries, decorative cast iron railings, granite plinth; removal of up to 6 metres of front garden and car space on the grounds of Protected Structures on Rathgar Road and Terenure Road East. Residents stated that they would prefer to sit on public transport for 7 minutes to save the heritage of structures, railings, gardens, wild habitats and trees that are up to 500 years old.

There were also queries as to whether the following legislation was acknowledged by the National Transport Authority in relation to the Bus Corridor 12 proposal. 'Protected Structures and Architectural Conservation Areas Records of Protected Structures are legislated for under Section 12 and Section 51 of the Planning and Development Act 2000'.

### ***NTA Response to Issue 11***

The PRO proposal includes for the provision of alternative cyclist facilities along Terenure Road North, connecting to CBC11 as well as restricting traffic along Rathgar Road to one direction. As a result, the impact on the curtilage of protected structures within this corridor section has been significantly reduced as follows:

- All existing protected structure boundaries along Rathgar Road will be unaffected; and

- All existing protected structure boundaries on the northern side of Terenure Road East between Brighton Road and Rathgar Avenue between will be unaffected;

Approximately 80 protected structures will no longer be impacted by the PRO proposals.

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 12: Metro option should be considered

Many submissions suggested the Metro/Underground tram would be a stronger publicly supported option. Residents believe the option would be cheaper, future-proof and more beneficial for them due to lack of Luas and Dart in their area.

### *NTA Response to Issue 12*

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. This document identifies the Rathfarnham to city centre corridor (referred to within the Strategy as Marley Park to Rathmines) as an appropriate corridor for the development of a Core Bus Corridor. This strategy examined a number of options for this corridor, including rail, and determined that a Bus Corridor was the most appropriate solution.

## Issue 13: Noise pollution

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

Residents were also concerned that with possible reduction of garden/driveway space, the traffic was being brought closer to their doors and windows thereby increasing the noise levels.

Residents were also concerned for the noise level and vibrations caused during the construction stage. Additional concerns that possible increased noise levels would impact the sleep quality and daily activities of residents was also raised.

***NTA Response to Issue 13***

In addition, due to design development, the PRO proposal has reduced road widening significantly in a number of locations including Terenure Road East and Rathgar Road. Proposed traffic management measures including the bus gate in Rathmines Village, and the one-way general traffic regimes on Rathgar Road and Camden Street, will deter through commuter traffic.

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

The potential impact of the scheme in relation to Noise impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for noise 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 their assessment of the scheme.

## **Appendix A**

### **Summary of Issues Raised by Route Section**

## Section 1: Rathfarnham to Dodder Park Road

### Rathfarnham Road

- Concern were raised over the ability of cars to exit from Crannagh Road, Dodder Park Road and Rathfarnham Park onto Rathfarnham Road and vice versa. Residents expressed a desire for traffic and pedestrian lights at these junctions to ensure safety of drivers, pedestrians and cyclists. Concerns were raised by residents that pedestrian lights and congestion will undermine the time benefits of the proposal.
- Concerns were raised over speeding on Dodder Park Road and Rathfarnham Road currently and fears that it may get worse; resulting in possible danger for pedestrians and other road users. Suggestion of traffic calming was proposed, for example speed bumps or speed cameras.
- Residents raised concerns that under potential compulsory purchase orders, unsafe blind-reversing will be the only option for them egressing from their properties. Residents were also concerned about the possible impaired access/egress from their properties due to road widening, potential increase in traffic volumes and narrower footpaths.
- Many houses have severely steep gradients and up to 6m being impacted. Residents were concerned with how this will be dealt with.
- The potential removal of 45 trees, loss of green spaces, architectural heritage and front gardens is a critical concern on roads such as Rathfarnham Road. There is a worry that this might change the character of these streets by potentially increasing traffic noise and speed levels.
- Concerns were raised over the possible removal of the War Memorial Hall (protected building) boundary wall and loss of parking bays. It has been suggested to maintain the right for cars to turn right on leaving the War Memorial Hall.
- Residents were concerned that the change in bus services such as the 16 to the airport, could result in increased journey times, because of having to take multiple bus journeys.
- It was highlighted that Pearse Bridge was constructed c. 1790-1810. Residents near Pearse Bridge were concerned about the widening of the road and what will happen to the bridge. Concerns were raised about construction works, possible congestion and delays this could cause to residents in the area.
- Safety concerns were raised relating to students, parents and staff, walking and cycling along Rathfarnham road to and from the following schools and crèches;
  - St Marys Boys National School;
  - Loreto Primary School;



- Loreto High School Beaufort;
- St. Joseph's Boys' National School;
- The Rathfarnham Parish National School;
- The High School Rathgar;
- Rathfarnham Day Care;
- Giraffe Childcare Rathfarnham;
- LilyPad Crèche & Montessori;
- Chestnut Montessori;
- and more.

It was stated that Rathfarnham Road already has a speeding issue. Fears were raised that widening the road could facilitate speeding and increase traffic volumes. Residents are concerned that the proposal to remove the cycle lane could move high speed buses and cars closer to pedestrians presenting a significant danger to the safety of children using the footpaths. Particular concern was expressed for child safety at the pedestrian lights to the rear of Rathfarnham Castle, facing Rathfarnham Church.

### Brookvale Road

- Many submissions raised concern that the cycling arrangement at Brookvale would not pass a standard road safety audit and would be dangerous for cyclists.
- Submissions raised concerns about the possible danger to children walking to school due to the proposed cycle facility on the laneway between Rathfarnham Road and Brookvale Road, concerns the lane is too narrow for cyclists.
- Concerns were raised that providing cycle facilities along Brookvale might reduce the residential amenity of Brookvale Estate.
- Concerns were raised for emergency vehicles accessing and exiting Brookvale; due to possible increased traffic congestion.
- Concerns were raised for cyclist safety due to owners leaving residences onto Brookvale who might not have the opportunity to see cyclists entering the road at speed.
- A suggestion was proposed to consider a cycle lane through Church Lane and down Spider Lane, on the existing cycle lane on Dodder View Road to Dodder Bridge to improve cyclist safety.
- Concerns were raised about the sharp 90 degree left turn onto Brookvale Downs.



Figure 5: Section 1 - Rathfarnham to Dodder Park Road.

## Section 2: Dodder Park Road to Highfield Road

### Terenure Road

- Residents were concerned that motorists being redirected off Terenure Road East might be forced onto alternative routes, Victoria Road, Bushy Park Road, Zion Road, Greenmount Road, Brighton Road and Wasdale Grove. Concerns were raised that these diversions may:
  - Cause further delays for motorists, as large volumes of cars are pushed onto narrow roads;
  - Cause blockages and congestion for emergency vehicles;
  - Result in more dangerous conditions for pedestrians, cyclists, and vulnerable road users, due to potentially increased volumes and speeds of traffic on these roads.
- Residents raised concerns over potential difficulties and dangers accessing/egressing their property on Terenure Road; due to unsafe conditions such as possible increased traffic speeds, traffic volumes and reduced footpath width.
- Residents were concerned that under proposed compulsory purchase orders, unsafe blind-reversing may be the only option for egressing from their properties.
- Many residents were concerned due to the proposed loss of driveway and on street parking, that it would make it even more difficult to access their property for themselves and visitors. Some submissions noted that the loss of driveway would stop residents being able to turn in their driveway to face out, which would result in reversing onto the road; which many residents were nervous to do so, due to concerns of safety for themselves, pedestrians, cyclists and other road users.
- Submissions noted that many houses currently have severely steep gradients, particularly on Rathfarnham Road, and with up to 6m being removed. Residents raised concerns about the difficulty in retaining car parking and safe access to their properties. Residents were concerned that the driveway gradient between their properties and the road could be steeper than the maximum allowable (8%) under Part M, National Building Regulations.
- Submissions raised issues with the removal of the yellow box junction that is currently at the top of Cormac Terrace which could cause difficulties accessing or exiting Cormac Terrace onto a proposed cycle lane and bus lanes.
- Many residents were concerned and disappointed over the acquisition of private land to deliver the scheme. Concerns that were mentioned included the potential loss of aesthetic amenity, reduction in driveway and parking area, reduction in property value, reduction in safe access, privacy, security, historic/ Victorian/ protected buildings, boundaries and walls. Concerns were also raised over the potential CPO of buildings listed as protected structures. Residents suggested a 50/50 land take on either side

to decrease large amount of land acquisition to some homes and balance the load.

### Terenure Village

- Concerns were raised regarding the lack of proposed cycle facilities on Terenure Road East. Residents believe the design of Terenure Village could be revised to provide cycle facilities on all roads, particularly at the junctions to ensure safety.
- Concerns were raised over the proposed removal of the pedestrian crossing on Terenure Road East adjacent to St. Joseph BNS, which is primarily utilized by primary school children attending the school.
- Terenure Enterprise Centre, representing 40 businesses, raised concern for their property in relation to land acquisition of private lands.
- Residents expressed concerns over the potential increase in private car and bus volumes at Terenure Village from Templeogue Road and Rathfarnham Road. Concerns were raised that Terenure Village may act as a pinch point causing serious traffic congestion and gridlock.
- Submissions raised concerns about BusConnects changing the traffic patterns to such an extent it will make it impossible for elderly to walk around Terenure Village (access the church/ library or other facilities); which would have considerable impact on the social lives of residents. Concerns were raised for wheelchair users and other persons with prams, rollators etc. accessing buses.

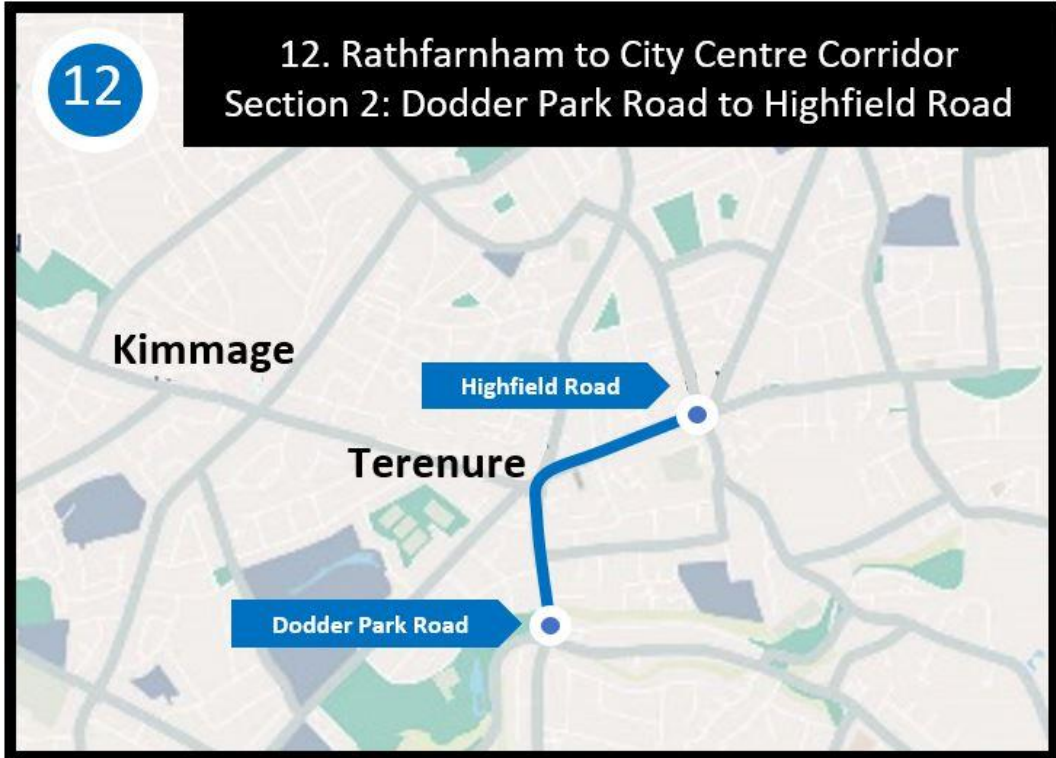


Figure 6: Section 2 - Dodder Park Road to Highfield Road.

## Section 3: Highfield Road to Grosvenor Road

### Rathgar Village/Rathgar Road

- Concerns were raised due to only two public parking spaces being provided and no loading bay on Rathgar Road and Terenure Road East. Concerns were also highlighted that no provision seems to have been made for disabled parking (existing being removed) or car charging points.
- A number of businesses raised concerns over the potential loss of parking and access to their properties. Further concern with increased danger of vehicle access/egress of the premises and potential impact this could have on the businesses during construction.
- Residents expressed concerns regarding the possible loss of heritage through compulsory purchase orders of historic boundary walls and railings. Concerns were also raised over the potential effect the scheme could have on community values in the area by “Splitting the community in two”.
- Residents raised concerns for all road users and pedestrians due to residents being required to reverse out of their driveways onto the main road across a cycle lane and a bus lane to access the central lane designated for cars. Residents would like to see additional pedestrian crossings on Rathgar Road.
- Many residents were concerned that businesses may close, due to the loss of parking spaces and the introduction of motor restrictions in the village. It was highlighted that there are currently four unoccupied local retail business premises.
- Concerns were raised over land acquisition at Christ Church Rathgar which could result in the destruction of an original boundary wall and a row of mature trees that may also affect the utility of the main entry gate structure. Fears that removing the trees might compromise the wild bird habitat were also raised. It was also noted that the trees currently act as a weather barrier to the church.
- Concerns were also raised over the proposed removal of the current bus lane, that operates into the city centre until 10.00 and from then until 16.00. It was noted that the bus lane is used for parking outside of these hours and that this parking is much needed by local businesses and customers. Concerns were raised that the loss of this facility might cause closure of some local businesses. Similarly, the bus lane facilitates parking for mass attendance in the Church of the Three Patrons and its loss might affect funerals and other church services.
- Residents expressed concerns that under proposed compulsory purchase orders, unsafe blind-reversing might be the only option for egressing from their properties.

## Rathgar Court

- Residents of Rathgar Court raised concerns over the planned reduction of the existing footpath to 2 metres outside Rathgar Court and this will leave less space for pedestrians and might increase possible pedestrian dangers.
- Submissions also raised concerns that traffic may become more congested at the Rathgar Court end of Rathgar Road as there is a pedestrian crossing at the petrol station beside Rathgar Court and a cycle lane going across the entrance to Rathgar Court.
- Concerns raised over the CPO of 12 feet effectively removing green space and mature trees. Submissions noted that the loss of the only green space to residents of Rathgar Court might have implications for mental health of young families and older people. There is concern this could cause the individual apartment prices to decline.

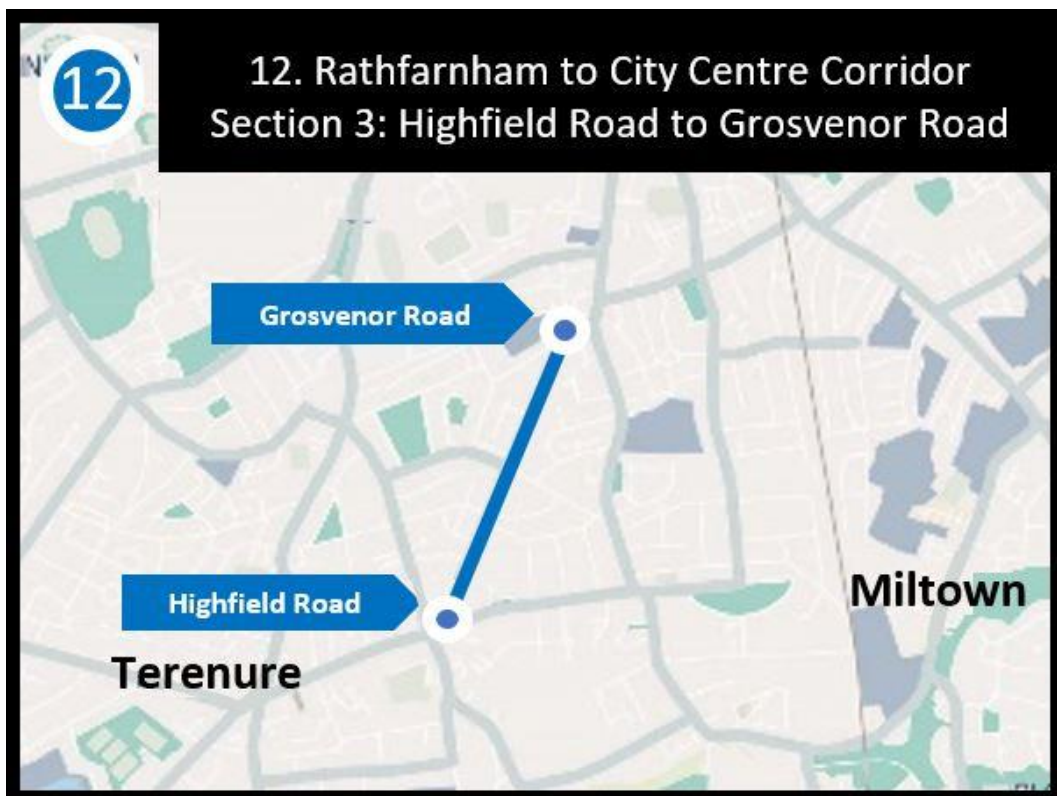


Figure 7: Section 3 - Highfield Road to Grosvenor Road.

## Section 4: Grosvenor Road to Grand Canal

Residents of Swanville Place, Greenwich Court, Prince Arthur Terrace, Leinster Square, Leinster Road, Williams Park, Ardee Road and Military Road expressed their concerns over the possible impaired access to these areas due to traffic restrictions on Rathmines Road Lower.

### Rathmines Village

- Submissions highlighted concerns about the loss of on-street parking and loading bays. There is concern it might negatively impact businesses and service providers in the area.
- Concerns were raised regarding an inbound and outbound bus stop positioned outside Rathmines Garda Station. Submissions suggest that the area is a major pinch point, contributing to traffic congestion.

### **Section 4: Grosvenor Road to Grand Canal (Option A - Cycle Route along Rathmines Road Lower)**

The main comments raised in relation to Option A include;

- Residents stated that traffic coming from Rathgar Road and Rathmines Road Upper wishing to access any of the areas further north will be forced to detour through Castlewood Avenue, Mountpleasant Avenue and Richmond Hill. Residents believe that no consideration was given to these residential areas in the planning process.
- Concerns were raised that redirecting traffic from Rathmines village may make the village an unattractive destination for consumers due to the possible impaired access.
- Concerns were raised over the possible increase in traffic volumes and potential congestion on Castlewood Avenue, Mountpleasant Avenue and Ranelagh due to redirecting traffic from Rathmines Road Lower.
- Concerns were raised over the mislabelling on NTA maps and documents with mention of 'The Wynnefield Park' and on maps 'Wynnefield Park' instead of Wynnefield Park Apartments. Locals are concerned that it is considered a Public Park.

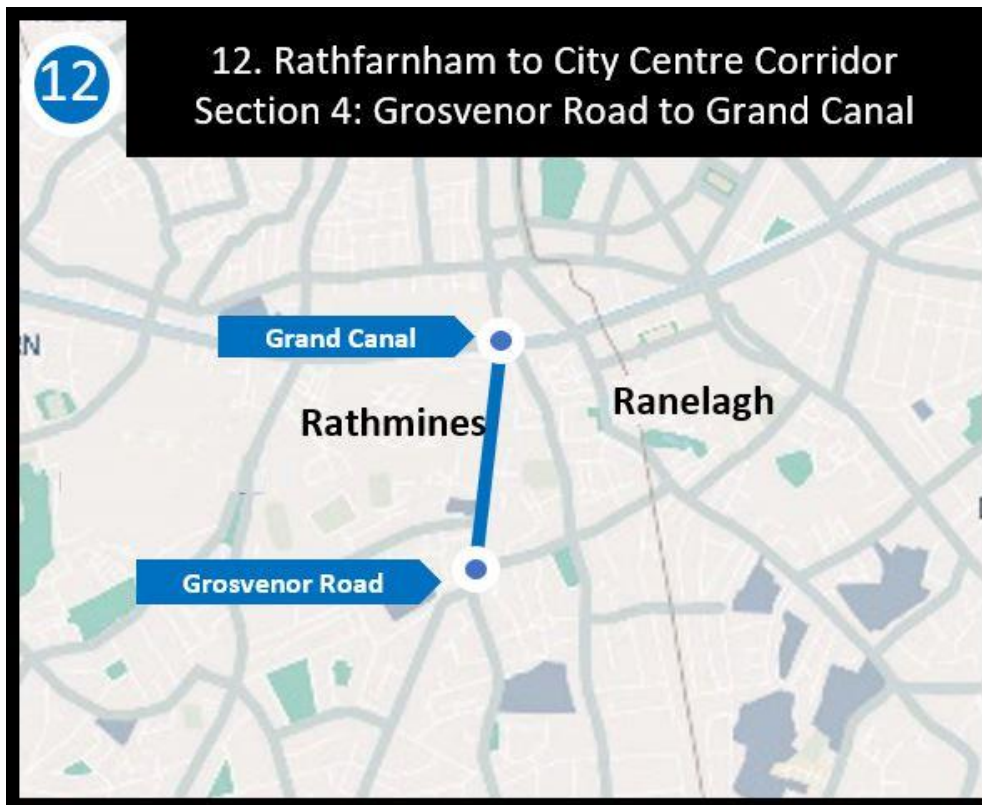
### **Section 4: Grosvenor Road to Grand Canal (Option B Cycle Facilities on Parallel Route)**

The main comments observed in relation to Option B include;

- Concerns were raised that the potential routing of the cycle lane along Military Road into St Mary's College could create a significant pinch point with cyclists competing with vehicles and pedestrians.
- Concerns were raised that the cycle lane could cut across one of the vehicular exits from St Mary's College which roughly 800 people use to access and egress from school.



- The majority of drop-off traffic enters St. Mary's School via the Military Road entrance and exits onto the Lower Rathmines Road and heads towards the City Centre. Concerns were raised that the proposal would prevent this system to operate and would redirect traffic to other areas.
- Security and child protection concerns were raised due the scheme allowing 24-hour access through St Mary's school, fear for safety of students and cyclists.
- Concerned were raised over the possible loss of local heritage through the removal of railing and walls through CPOs.
- Concerns were raised that the proposed cycle lane through Louis Lane and Ardee Road raises health and safety concerns for the primary school children using Louis Lane and Ardee Road as access to the facility. The school state that over 400 children use Louis Lane every morning and evening.
- Submissions state that the proposed cycle lane would be at proximity to the primary school's only wheelchair access, located at the stretch between Louis Lane and Ardee Road.
- Submissions state that opening the primary school to the public raises child protection concerns and concerns that the proposed cycle lane overlooks the school and its classrooms.
- Submissions state that the proposals of redirecting the cycle lane through Prince Arthur Terrace might disturb the quiet nature of the cul-de-sac, diminishing the quality of life for its residents.
- Residents are concerned about the loss of parking spaces adjacent to the wall at Prince Arthurs Terraces southern boundary.
- Residents are concerned about the potential safety risks associated with a cycle track in proximity of reversing vehicles.
- Submissions raised concern over the decrease of parking spaces. Concern was also raised in relation to emergency vehicle access if the cycle lane is blocked.
- Residents expressed concerns over potential increase in loitering and anti-social behaviour.
- Residents raised safety concerns for pedestrians, cyclists and motorists approaching Wynnefield Park Apartments and concerns within the Wynnefield Park Apartments grounds for residents exiting their apartment building and having to cross a cycle track.

**Figure 8: Section 4 - Grosvenor Road to Grand Canal.**

### Section 5: Grand Canal to Dame Street

- Concerns were raised in relation to streets being too narrow to handle the congestion predicted. Streets such as; Stamer Street, Lennox Street, Florence Street, Kingsland Park Avenue, Martin Street and Warren Street were referenced. Safety concerns for children who play and live on these streets were raised.
- Concerns were raised about traffic using Pleasant's Street as an alternative route to access Heytesbury Street, which could possibly increase traffic congestion on this street.
- Concerns were raised in relation to possible congestion entering the city centre, in particular the potential for a bottleneck at Portobello bridge. Residents suggest an alternating lane with priority towards city during early morning, and outwards during the evening rush hour.

### Section 5: Grand Canal to Dame Street (Option A)

- Concerns were raised that the height of the cycle bridge and ramps will be very intrusive on the Portobello local residential environment. Concerns were also highlighted that the cycle traffic could be potentially dangerous to younger and older residents.

### Section 5: Grand Canal to Dame Street (Option B)

- Submissions queried whether the cycle lane proposed in option B on Heytesbury Street would be segregated. These submissions also raised concerns that Heytesbury Street is a vital vehicular link from Portobello/South side into the city centre and across the city.
- Residents of Camden Row are concerned that under option B they would be left with no viable exit options other than through Long Lane, a narrow residential street.
- Residents of Long Lane expressed their concerns over southbound traffic using their estate as an alternative route, which could add to congestion and impairing residential access/egress.

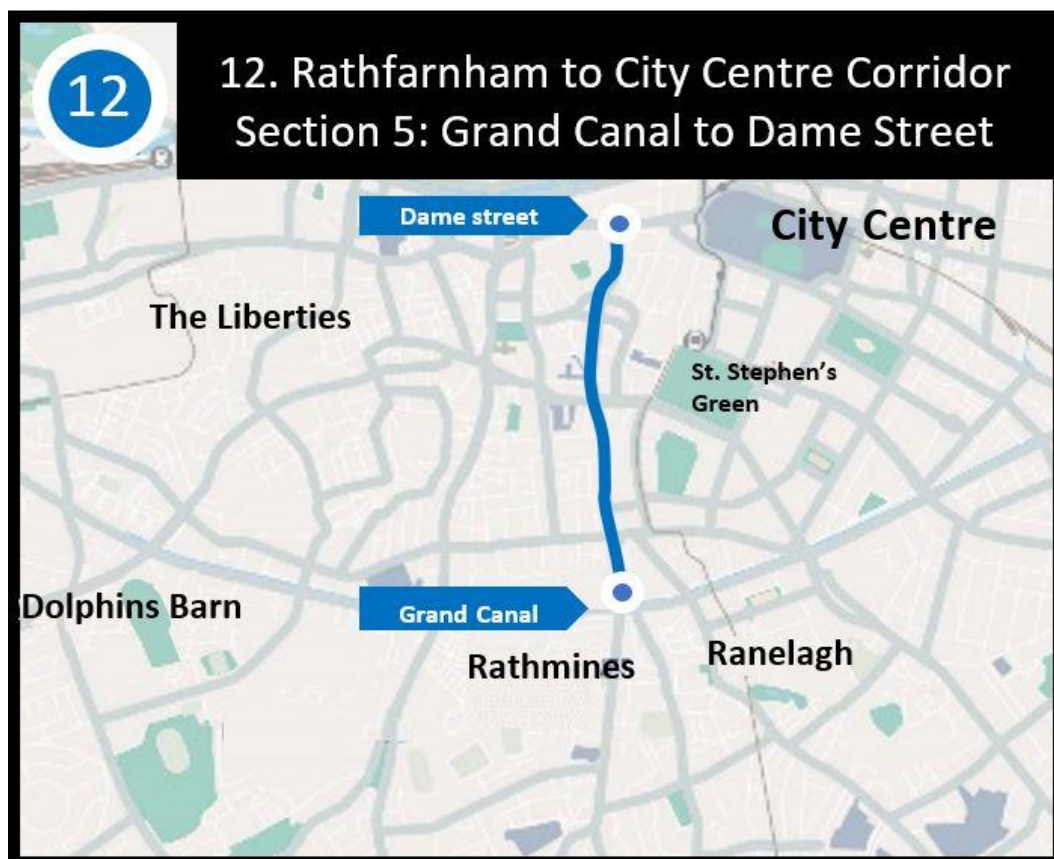


Figure 9: Section 5 - Grand Canal to Dame Street.

## Entire Scheme

The main comments observed include;

- Residents were generally happy that public transport would be improved, however did not want this to occur at the expense of local villages and communities e.g. Rathmines, Rathgar, Terenure and Rathfarnham.
- Concerns were expressed about the proposed loss of on-street parking and loading bays in Rathfarnham, Terenure, Rathgar and Rathmines village. Submissions suggest that local businesses and service providers might be negatively affected as it could make the villages unattractive destinations for potential consumers.
- Residents raised the concern that a reduction of ‘7 minutes’ in bus journey time will not be sufficient to outweigh the perceived negative impacts of the plan such as tree loss, land acquisition and congestion. BusConnects was described in some submissions as a 24/7 plan for a 3 to 4 hour, 5 day a week problem. Residents stated that they would prefer reliable and frequent transport rather than quicker journeys. These members of the community stated that they were content with the services provided currently and the changes made to the buses over the recent years have been adequate enough.
- Residents were concerned about access/egress to/from their properties, Residents mainly on Rathfarnham Road and Rathgar Road suggest that due to road widening and the possible increase in traffic volumes, access/egress might be made challenging. Concerns were raised regarding pedestrian and cyclist safety because of vehicles reversing out of residential driveways, which previously could have turned to face outwards in their driveways.
- Some residents were concerned that the plans were outdated and a short-term solution which would not provide for the future needs of the community. Those making these submissions believed that private cars would soon be a thing of the past. Submissions suggested that a Metro/Underground tram would be a stronger publicly supported option. Residents believe the option would be cheaper, long term and more beneficial for them due to lack of Luas and Dart in their area.
- Submissions raised concerns for people who must drive frequently in the area, for example, carers and meals on wheels deliver.
- Disappointment was noted that bus commuters may have to take a number of buses instead of one bus journey. This concern was raised on a number of submissions with particular reference to the 16, 61, 15a and 15b routes.
- Residents were concerned over the change of bus routes and believes areas of Dublin could become disconnected from each other, a frequently quoted example was Dundrum to Terenure.

- The local community was disappointed with the lack of precise information available on the removal of trees along the bus corridor. Residents were worried that the removal of trees could possibly:
  - Negatively impact air pollution, noise pollution, emissions and the visual amenity of the area;
  - Remove the natural division that trees create between the footpath and the road, which provides protection for pedestrians; and
  - Remove the protection that trees provide for buildings against all weather conditions;

Concerns were raised that the replacement trees would not compensate for the loss of the mature trees, due to older trees being able to absorb more carbon dioxide.

- Submissions were concerned about the impact of proposals on the environment in general.
  - Many submissions raised concerns that emissions from private vehicles, redirected onto residential and alternative routes, might not be reduced by the scheme;
  - Residents also highlighted concerns that diesel buses used by the NTA are highly polluting to the environment.
- Residents were worried that the removal of trees would not help Ireland in meeting Ireland's Climate and Energy Targets, as set out by the EU.
- Submissions noted concern that the impact of loss of trees and green space that land acquisition would have on property included potential increased noise levels, reduced aesthetic value (removal of hedge and shortening garden) and reduction of privacy and security (hedge removal & reduction in distance from public).
- Residents were concerned for the preservation of the local heritage and the impact the potential loss of heritage would have on the community and villages.
- Concerns were raised in relation to the architectural changes that could take place. The main concerns that were discussed were the potential removal of railings, walls and boundaries and concerns for the architectural impact on buildings including Rathfarnham Castle, Memorial Hall, Historic Public Toilets (Rathmines), Victorian homes/buildings and protected/listed structures.
- An architectural heritage impact assessment was carried out by Architectural Heritage | Partners. Concerns that were raised are as follows:

- The loss and impact on the integrity of original historic ironwork and masonry that could be incurred in providing off street parking in the front garden;
- Proposed demolition of historic brick wall boundaries, decorative cast iron railings, granite plinth; removal of up to 6 metres of front garden and car space on the grounds of Protected Structures on Rathgar Road, Terenure Road East;
- New one-way systems on residential zones, historic roads and villages;
- Existing trees make a positive contribution to the character of a conservation area and provide a setting for the city's architectural heritage;
- The garden removal for road widening, has a detrimental environmental and heritage impact on bringing bus traffic, increased carbon emissions near the windows of private family homes;
- Protected Structures and Architectural Conservation Areas Records of Protected Structures are legislated for under Section 12 and Section 51 of the Planning and Development Act 2000. Queries if the legislation was acknowledged by the National Transport Authority in relation to the Bus Corridor 12 proposal.

Residents offered many suggestions and alternate routes/plans, the main suggestions are as follows;

- Fix the current issues on the bus, to speed up the time spent on buses:
  - Tap on Tap off systems/Cashless payments;
  - Less bus stops;
  - More frequent buses.
- Encourage the use of public transport:
  - Park and Ride facilities;
  - Congestion charges;
  - Smaller but frequent buses for orbital bus routes;
  - Cheaper fares/Cheaper fares at peak times;
  - School buses.
- Cyclist safety:
  - Bus stop islands;
  - Continual segregated cycle routes;
  - Dutch style cycle junctions;
  - Widening of cycle track to A+/A standards;
  - Buffer space between cycle track and roadway;
  - Cyclist priority exiting/entering main roads;
  - Cyclists to be exempt from one-way systems in the city.
- General safety:
  - Implementation of Transport Hierarchy;

- More speed bumps in residential areas;
  - Speed limit decreased to 30km/h;
  - Traffic calming measurements;
  - Increase in number of pedestrian crossings;
  - Widening of pedestrian footpaths.
- Other suggestions offered:
    - Alternative bus routes;
    - Use of Metro;
    - Extension of the Luas;
    - Alternating road directions;
    - London style cameras on buses to deter cars illegally using the bus lane.
    - Sharing bus lanes with electric cars and carpools.
  - Specific route suggestions:
    - **Instead of Alternative Brookvale Cycling Facilities:** Cycle lane through Church Lane and down Spider Lane, on the existing cycle lane on Dodder view road to Dodder Bridge;
    - **Instead of Alternative Brookvale Cycling Facilities:** A cycle bridge linking Brookvale Downs and Rathdown park where the cycle route would re-join Rathfarnham Road;
    - **Harold's Cross Road:** Suggested route for Core Bus Corridor 12.
    - **Rathfarnham Road:** Suggested one-way system to make use of existing 3 lane cross-section

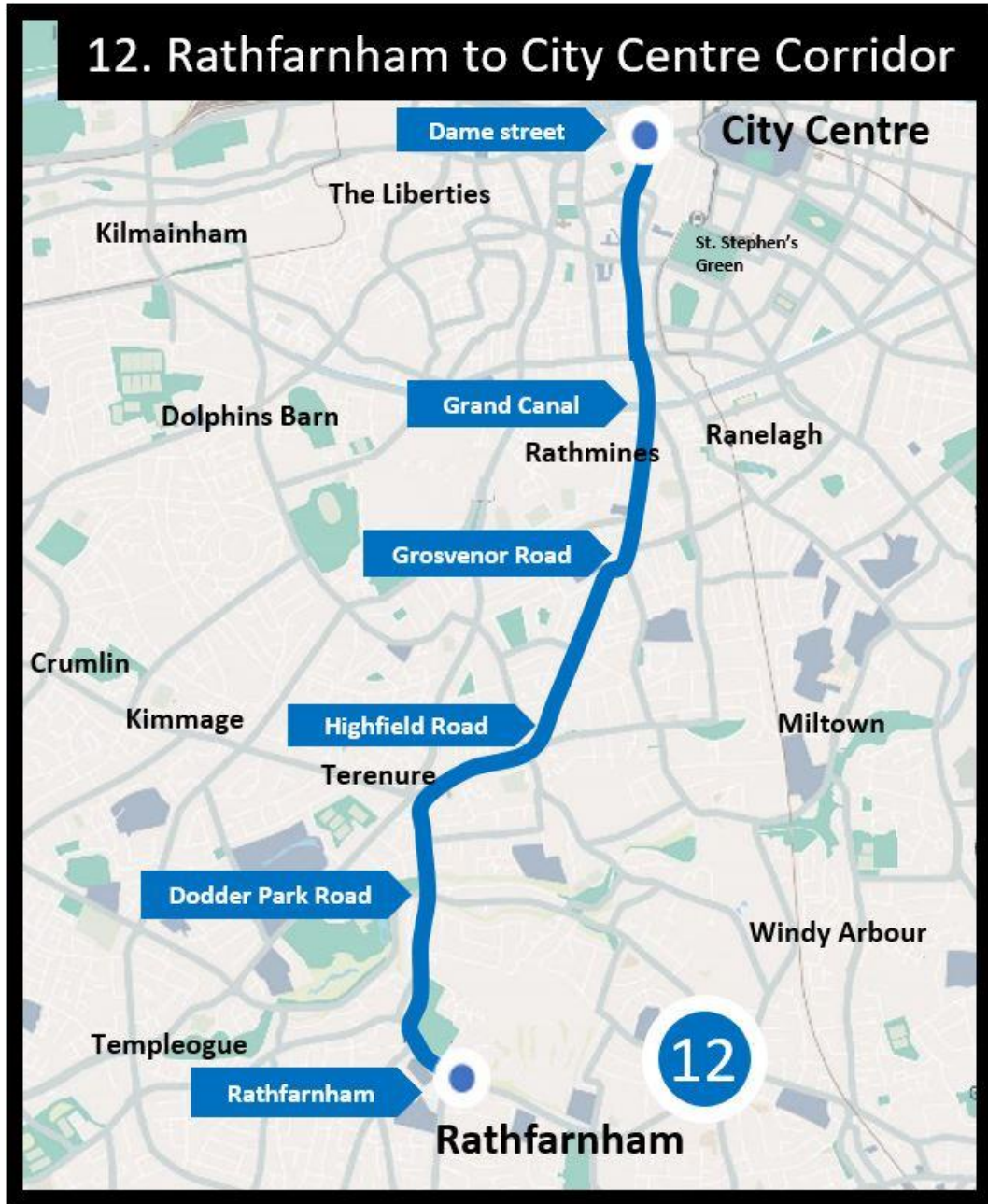


Figure 10: Entire Scheme.





**Údarás Náisiúnta Iompair**  
National Transport Authority

National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20

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



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