



Appendix C1

Tallaght to Terenure Core
Bus Corridor – 2nd and 3rd
Non-Statutory Public
Consultation Submission
Report

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Summary of Issues Raised by Route Section

1 Executive Summary

1.1 Aim and Objectives of the Scheme

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

The objectives are to:

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

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

Anne Graham, CEO of the National Transport Authority (NTA) said:

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

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

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

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

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

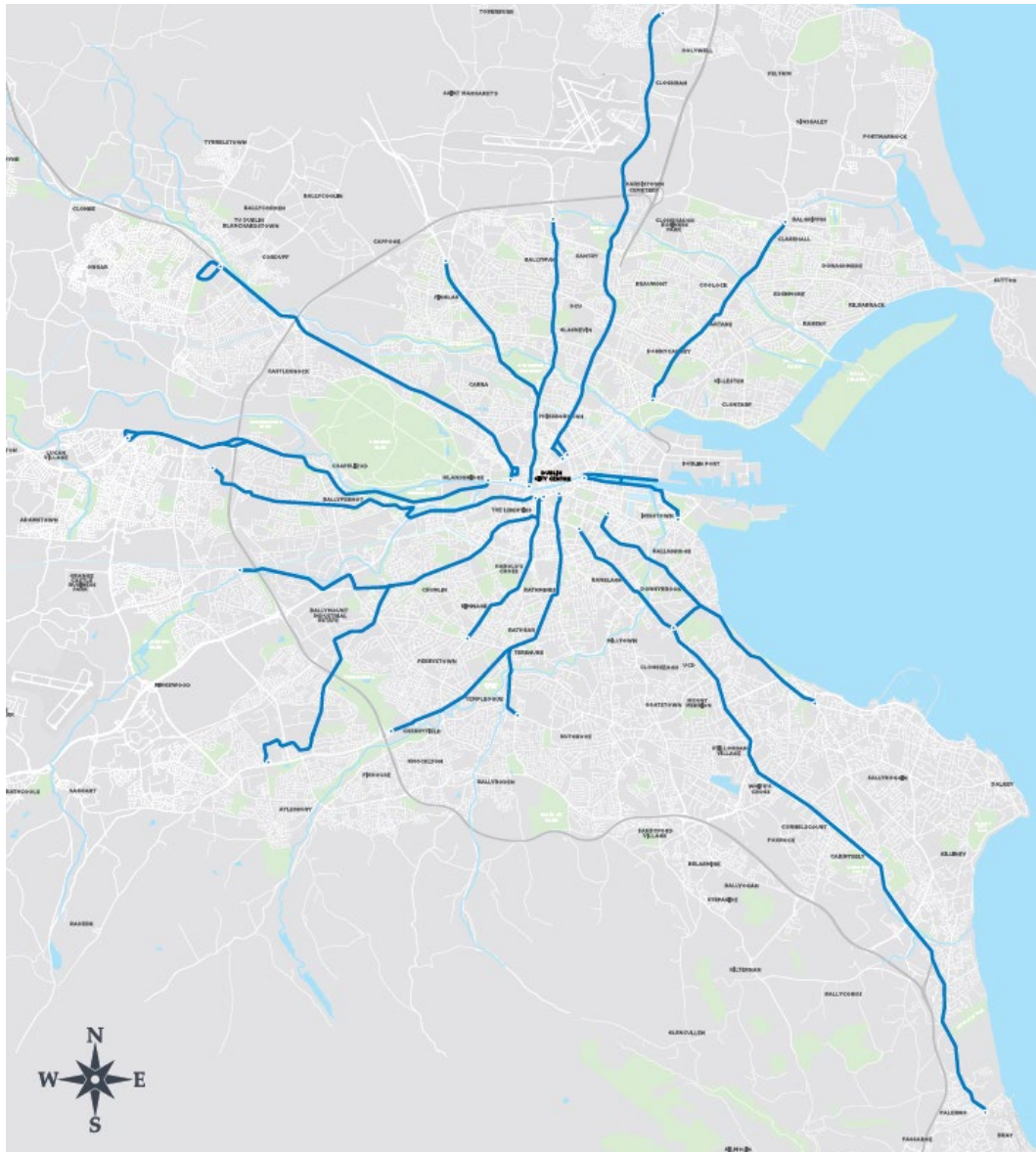


Figure 1: Radial Core Bus Corridors Emerging Preferred Routes

1.3 First Public Consultation

The first round of non-statutory public consultations on the Emerging Preferred Route (EPR) for the CBC ran from the 14th of November 2018 to the 29th of March 2019, and the output from these consultations has contributed to the ongoing scheme development. In addition, a number of community forums and localised engagement events were held covering the whole route, and specific areas respectively.

A total of **387** submissions were received as part of the first non-statutory public consultation.

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

1. Traffic Issues Associated with Proposed Traffic Management Measures;
 - a) Traffic Congestion / Increase in Traffic Volumes as a Result of Rerouted Traffic; and
 - b) Safety.
2. Loss of Access to Local Amenities;
3. Loss of Parking;
4. Alternative Solutions;
5. Impact on Road Users who ‘Have to Drive’;
6. Removal of Bus Stop;
7. Rationalisation of Bus Services;
8. Removal of Trees;
9. Inadequacies in Consultation Process;
10. Cyclist Safety / Inadequate Provision for Cyclists;
11. Proposed land Acquisition; and
12. Devaluation of Property.

1.4 Second Public Consultation

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

The consultation period remained open until 17 April 2020 and submissions could be made by email or by post. All relevant information, including the Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website (<https://busconnects.ie>) to view and download.

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

A total of **27** submissions were received as part of the second non-statutory public consultation. These submissions are expanded upon in Section 2 of this report.

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

1. Traffic Issues Associated with Proposed Traffic Management Measures;
2. Pedestrian Safety;
3. Cyclist Safety;

4. Supportive of Scheme;
5. Loss of Access to Local Amenities;
6. Inadequacies in Consultation Process;
7. Proposed Land Acquisition;
8. Increased Air and Noise Pollution;
9. Removal of Bus Stop;
10. Need for Scheme;
11. Removal of Trees; and
12. Alternative Solutions.

1.5 Third Public Consultation

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

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

A total of **594** submissions were received as part of the third consultation. These submissions are expanded upon in Section 3 of this report.

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

1. Traffic Issues Associated with Proposed Traffic Management Measures;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Supportive of Scheme;
5. Loss of Access to Local Amenities;
6. Inadequacies in Consultation Process;
7. Proposed Land Acquisition;
8. Increased Air and Noise Pollution;

9. Removal of Bus Stop;
10. Need for Scheme;
11. Removal of Trees; and
12. Alternative Solutions

1.6 Summary of Public Consultations

Overall, throughout the three Public Consultation Events, the NTA received **998** submissions for the Templeogue to Terenure CBC.

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

Table 1: Themes and frequency associated with public consultation comments

Theme	Public Consultation 1	Public Consultation 2	Public Consultation 3	Total
Accessibility/ Traffic Impact	327 comments	21 comments	529 comments	877 comments
Integration / Bus Network	121 comments	14 comments	42 comments	177 comments
Land Acquisition	52 comments	8 comments	34 comments	94 comments
Safety	173 comments	17 comments	258 comments	448 comments
Environmental Issues	73 comments	5 comments	208 comments	286 comments
Social Impact	181 comments	9 comments	148 comments	338 comments
Economy / Impact on Local Business	139 comments	2 comments	140 comments	281 comments
Heritage	41 comments	5 comments	47 comments	93 comments

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

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

2.1 **Overview**

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

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

- All 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.

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

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

2.2 **Information Provided in Public Consultation**

Information on the public consultation process was published in major print media from 5th March 2020 including the Irish Times, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Wicklow Times and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM and Nova, beginning on 4th March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5th March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18th March 2020 due to COVID-19.

The CBC Information Brochure was available for downloading from the 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:

- Corridor 10 - Tallaght to Terenure, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Tallaght to Terenure Core Bus Corridor - CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Concept Scheme Drawings for the Emerging Preferred Route (EPR); and
- Concept Scheme Drawings for the Draft Preferred Route Option (PRO)

2.3 Approach to Assessing the Submissions

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received 27 no. submissions for the Tallaght to Terenure draft PRO, from the 4th of March 2020 until the 17th of April 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA. No petitions with multiple signatures were received.

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

2.4 Analysis of Issues Raised by Section

The CBC was divided into three 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 three sections were;

- Section 1: M50 (East) to Cypress Grove Road;
- Section 2: Cypress Grove Road to Fortfield Road; and
- Section 3: Fortfield Road to Terenure Road West.

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

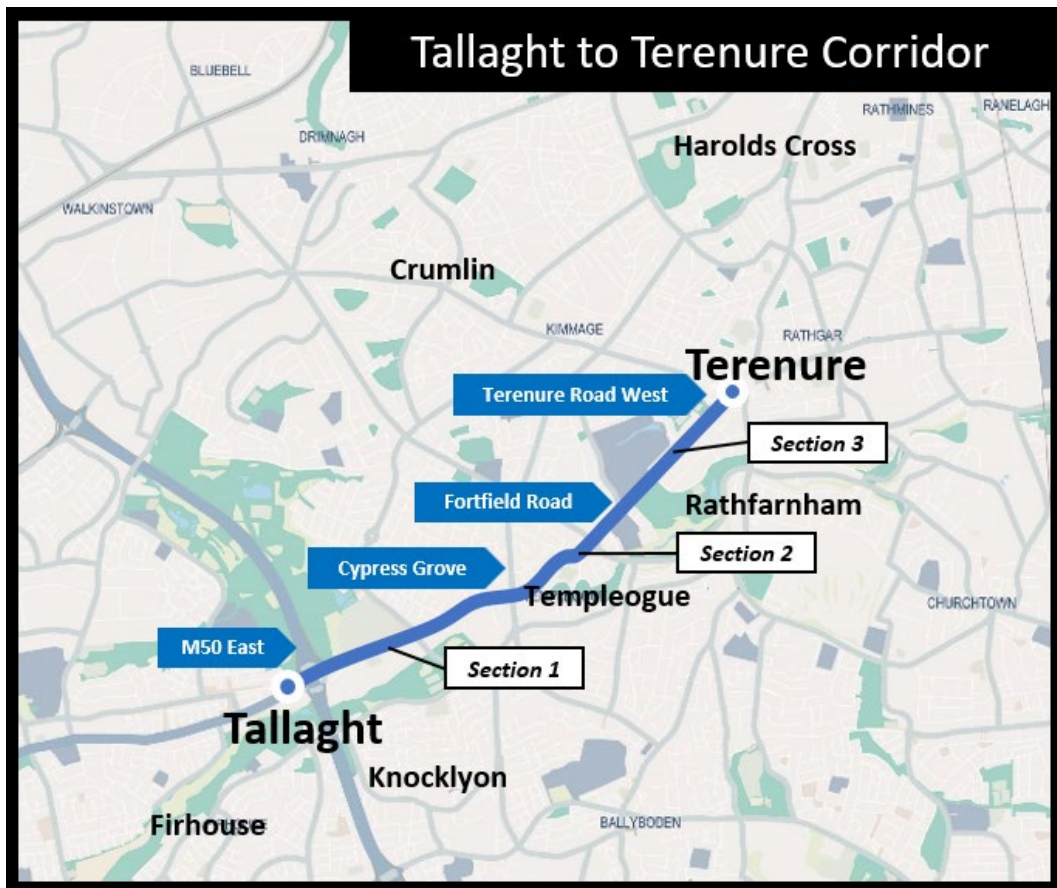


Figure 2: Tallaght to Terenure Core Bus Corridor Map.

The section attracting the most comments by far was the ‘Entire Scheme’. This section received 45% of the total submissions. The majority of submissions logged under this heading, related to Section 2 and 3. Section 3 ‘Fortfield Road to Terenure Road West’ received 33% of the total submissions, followed by Section 2 ‘Cypress Grove Road to Fortfield Road’ which runs through Templeogue Village, which received 15% of all submissions. Section 1 ‘M50 (East) to Cypress Grove Road’ received 7% of submissions.

The distribution of submissions across the various sections of the scheme can be seen in Figure 3 and Table 2.

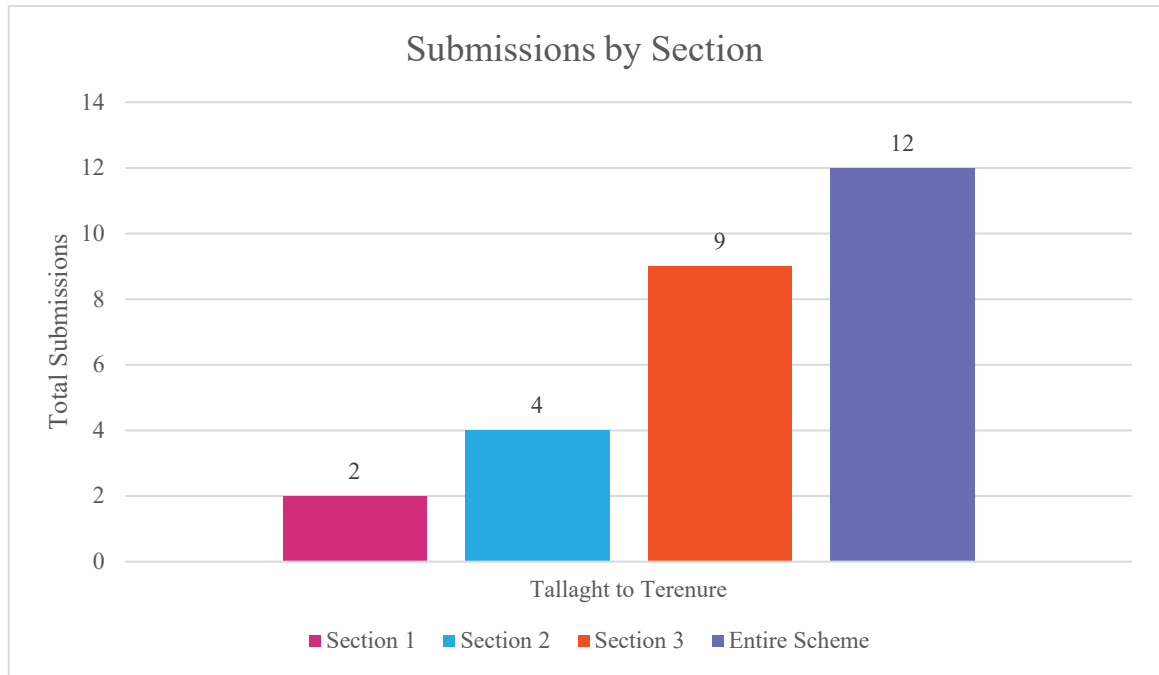


Figure 3: Distribution of Submissions per Section of the Tallaght to Terenure Core Bus Corridor.

Table 2: Number of Submissions per Section of the Tallaght to Terenure Core Bus Corridor.

Section	Number of Comments	Percentage
1: M50 (East) to Cypress Grove Road	2	7%
2: Cypress Grove Road to Fortfield Road	4	15%
3: Fortfield Road to Terenure Road West	9	33%
The Entire Scheme	12	45%
Total Assessed	27	100%

2.5 Profile of Those Making Submissions

Of the submissions received:

- 41% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;
- 15% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;

- 18% were from interested parties, including commuters and residents who do not live in the study area but have an interest in the scheme;
- 11% were from representative bodies or associations, and mainly address community-focused issues;
- 4% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme;
- 7% were from public bodies, addressing infrastructure issues (Dublin City Council and South Dublin County Council); and
- 4% were from politicians, addressing issues in the study area.

2.6 Themes Raised in the Submissions

All 27 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in Table 3. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

Table 3: Frequency of Themes raised through the Submissions.

Theme	Frequency of Comments
Accessibility/ Traffic Impact	21 comments
Integration / Bus Network	14 comments
Land Acquisition	8 comments
Safety	17 comments
Environmental Issues	5 comments
Social Impact	9 comments
Economy / Impact on Local Business	2 comments
Heritage	5 comments

2.7 Summary of the Main Issues Raised

This section identifies the key issues raised in the second public consultation process. The NTA have established the validity of the concerns, the potential consequences for the CBC scheme, and have determined how best to address the issue and /or mitigate the negative impact.

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

1. Traffic Issues Associated with Proposed Traffic Management Measures;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Supportive of Scheme;
5. Loss of Access to Local Amenities;
6. Inadequacies in Consultation Process;
7. Proposed Land Acquisition;
8. Increased Air and Noise Pollution;
9. Removal of Bus Stop;
10. Need for Scheme;
11. Removal of Trees; and
12. Alternative Solutions.

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

Issue 1: Traffic Issues Associated with Proposed Traffic Management Measures

Residents raised concerns that the proposed traffic management plans, particularly those at Terenure Village, could cause congestion elsewhere on the road network.

Concerns were raised over the possible increase in traffic on alternative routes which motorists might take in order to access the city centre due to the proposed traffic management measures. The principal issues raised in relation to this topic were:

- It was noted that potential increases in traffic along alternative routes may cause congestion in villages such as Rathfarnham, Rathgar, Rathmines and Kimmage;
- Concerns were raised relating to motorists potentially using residential roads along the route in order to access local amenities and services, and also to access either the city centre or the M50. These concerns included increased air and noise pollution, structural impacts, reduced parking, safety risks and security concerns; and
- Concerns were also raised relating to the restriction of traffic, the resulting redirection of traffic, and consequently a potential increase in journey time.

NTA response to Issue 1

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

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

- It is proposed to ban the right turns from Templeogue Road to Rathdown Avenue and Rathdown Park for inbound traffic.
- It is proposed to retain the existing no entry proposal to Fergus Road from Templeogue Road.
- It is proposed to ban the right turns from Fortfield Road to Greenlea Road and Lavarna Grove.
- It is proposed to retain the existing morning peak hour no right turn from Cypress Grove Road to Ashfield.
- It is proposed to reintroduce the right turn from Templeogue Road to Springfield Avenue.

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

Issue 2: Pedestrian Safety

Residents raised concerns about the safety of pedestrians along the route, particularly through the villages of Templeogue and Terenure, due to reduced footpath widths and increased bus frequency and speeds.

Concerns were raised that changing the road cross-section, including widening roads, could result in difficulties crossing the road. Regular, safe crossings, particularly in the villages, were requested to ensure pedestrians could safely cross the road. The provision of adequate footpath widths was also raised as a concern.

Residents were also concerned about the safety of pedestrians at bus stops and requested all bus stops be converted to bypasses or islands, in order to reduce conflicts between cyclists and pedestrians.

Concerns were raised over the potential general increase in congestion in residential areas. In particular, residents were concerned about the safety of vulnerable pedestrians and cyclists (such as the elderly, children, wheelchair users, buggy users and those with physical and mental disabilities) along the route, and along residential roads.

Residents raised concerns relating to the safety of pedestrians at the Spawell junction due to the proximity of the footpath to the general traffic lane. In addition, residents were concerned that the lack of grade separation at the junction could cause potential conflicts between cyclists and pedestrians.

NTA Response to Issue 2

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

- It is proposed to convert Spawell Roundabout into a protected signalised junction with dedicated pedestrian and cyclist crossings on each arm as well as kerb protection for cyclists.
- It is proposed to convert other existing major signalised junctions including the Old Bridge Road, Springfield Road and Fortfield Road junctions to protected junctions with kerb protection for cyclists and improved pedestrian crossing facilities.
- It is proposed to tie into the Templeogue Village Part VIII scheme in the village, this scheme proposes dedicated cycle facilities in each direction through Templeogue Village, in addition to signalised pedestrian crossing facilities. Bus priority will be managed by bus priority traffic signals through this section.
- Bus stops have been proposed in close proximity to junctions in order to increase the catchment area of the stops, as well as to enhance pedestrian safety. This allows pedestrians to cross the road safely at the junction to reach their destination, if required.
- In the PRO, island bus stop layouts have also been incorporated as the preferred arrangement for bus stops where they interact with a cycle track where space is available. Where space is constrained, cycle movement through bus stop locations would be managed through the provision of signage and markings, tactile paving and alignment changes to the cycle track.

Issue 3: Cyclist Safety

Concerns were raised over the quality of cycling provision in the area. Residents felt there was a lack of continuous, segregated cycle lanes.

Residents were particularly concerned about the lack of continuous cycle lanes in Terenure Village, between Cypress Grove Road and Templeogue Village and also between Bushy Park and Terenure Village. Some residents requested that the bus gate be extended further west along the route in order to protect cyclists, or to use traffic management measures to facilitate protection of cyclists.

There were also concerns that the cycle track through Bushy Park was not wide enough and would not be utilised, and that cyclists would be left vulnerable on Templeogue Road. Many residents requested that the cycle track be continued on the road, with an extension of the bus gate and removal of general traffic, or that a shared facility with buses be provided, in order to provide some form of protection for cyclists. A resident suggested that the cycle facility along Rathdown Drive be used by cyclists leaving the city centre, with a cycle lane provided along the northern side of Templeogue Road, to cater for cyclists heading towards the city centre.

Residents were also concerned that cycling facilities would not be prioritised in Templeogue Village and requested that bike parking and cycle tracks be provided within the village, under the Part VIII planning proposals.

Specific concerns in relation to this topic included:

- At junctions and roundabouts, such as at Spawell, residents requested that cyclists be protected against conflicts with vehicles, through the use of Dutch-style junctions throughout the route;
- Submissions requested that cycle lanes be wider where space permits, such as on the R137;
- Submissions noted that cyclists should retain priority over side roads, raised above the carriageway level;
- A private group requested that cycle lanes be provided around the National Monument (NIAH No. 11216047) on Templeogue Road opposite Hillcrest, through a reduction in the width of the general traffic lane; and
- It was requested that provisions be made for cyclists turning right onto the Old Bridge Road from Templeogue Road.

NTA Response to Issue 3

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

- Island bus stop layouts are the preferred arrangement for bus stops where they interact with a cycle track and as such, these layouts have been incorporated into the scheme where feasible. Where space constraints do not allow for an island bus stop, pedestrian and cyclist conflict at bus stops will be managed through careful design of this conflict area, including the provision of signage and markings, tactile paving and alignment changes to the cycle track.

- It is proposed to convert Spawell Roundabout into a signalised protected junction with dedicated pedestrian and cyclist crossings on each arm as well as kerb protection for cyclists.

- It is proposed to convert other existing major signalised junctions including the Old Bridge Road (with safe provision for cyclists turning right), Springfield Road and Fortfield Road junctions to protected junctions with kerb protection for cyclists. The final designs have been rigorously assessed against all relevant design standards.
 - It is proposed to reduce the speed limit between Cypress Grove Road and Springfield Avenue to 30kph to improve safety for cyclists in areas where continuous cycle tracks are not feasible.
 - A revised design has been developed for the Old Bridge Road junction, to better cater for cyclists needs at this junction, including more direct cyclist crossings.
 - It is now proposed to tie into the Templeogue Village Part VIII scheme which proposes to provide dedicated cycle facilities in each direction through Templeogue Village. Bus priority will be managed by bus priority traffic signals through this section.
 - A quiet street treatment is proposed on Rathdown Drive, which will improve the experience for cyclists using this route, offering an alternative east-west route to continuing along the CBC. A number of turn bans are also proposed from Templeogue Road into Rathdown Park and Rathdown Avenue, which will reduce the volume of traffic entering this area.
- Further to this consultation process, cycle tracks will continue straight as raised tracks across un-signalised side roads.

Issue 4: Supportive of Scheme

A number of residents and members of the local community were supportive of the objectives of the BusConnects scheme to improve public transport around the city, while also increasing the provision of safe facilities for cyclists. Many submissions noted their support for improvements along the scheme, however believed there were improvements to be made to the proposals.

Residents and private groups were generally supportive of the changes to the Spawell junction, the reduction in potential land acquisition, and the reduction of tree removal along the route.

Response to Issue 4

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

Issue 5: Loss of Access to Local Amenities

There were concerns that proposed traffic management measures along with changes to bus routes, could potentially reduce access for residents using amenities in Templeogue village and Terenure village.

Concerns were also raised that residents would not be able to access amenities in surrounding villages such as Rathgar, Rathfarnham, Rathmines, Ranelagh, Harold's Cross, Kimmage and the Grand Canal area.

Residents with young children and other vulnerable road users felt that proposals could possibly impact and isolate them. Some residents raised concerns that proposed traffic management measures as well as reduced footpath widths could result in the roads being too dangerous for children to cycle or walk to local schools.

NTA Response to Issue 5

In response to issues raised during the public consultations, a number of sections along the route were amended in developing the PRO, and a key outcome of many of these design interventions is enhanced provision of bus priority, cyclist facilities and pedestrian facilities. In some locations these enhanced facilities for sustainable transport modes are provided through a reduction in the space allocated for private cars. While the capacity of some junctions may be reduced for the movement of private cars, the total capacity for the movement of people will be increased. This infrastructure, in combination with an updated bus network will improve access to properties, developments and businesses along this corridor.

In addition, a comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network while ensuring that access to all essential amenities such as schools, hospitals and sports facilities is retained. Access to these amenities by car will still be feasible, however motorists may have to take new routes to continue to use their private vehicles to access these amenities.

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

Issue 6: Proposed Land Acquisition

Many residents on Templeogue Road were disappointed with the proposed acquisition of private land to deliver the scheme. However, there was support for the reduction in potential land acquisition compared with the proposals during the first round of public consultation. Particular concerns that were mentioned included reduced access to driveways and parking areas, reduction in property value, reduction in privacy and security, and increased noise levels due to the increased proximity of the road to private dwellings.

Some residents offered alternative solutions to the extent of land acquisition such as increasing the length of the bus gate west of Templeogue Village or to increase land acquisition of front gardens rather than back gardens where feasible.

NTA Response to Issue 6

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

- Amendments have been made to the Templeogue Road/Cypress Grove Road junction removing the impact on a number of properties in this area and reducing the impact on others.
- It is proposed to tie into the Templeogue Village Part VIII scheme removing the impact on a number of private properties within Templeogue Village.
- Amendments have been made to the Templeogue Road/Springfield Road junction removing the impact on a number of properties in this area and reducing the impact on others.
- Land acquisition previously identified just north of Olney Grove, has been removed through the design development process

In total, the PRO proposals reduced the number of properties impacted by 25 properties and reduced the extent of impact on an additional five properties when compared to the EPR proposals

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

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

Issue 7: Inadequacies in Consultation Process

Residents were concerned that the second round of public consultation had continued through the period of the COVID-19 pandemic. Residents were concerned they did not have sufficient opportunity to discuss the proposals in person with their local community members.

Residents were also concerned that there was not enough time provided between notification of land acquisition proposals and the public consultation to sufficiently assess proposals.

Residents felt that there was not enough baseline data collected to inform the design of the bus corridor. Residents were disappointed that in-depth environmental, cost/benefit, alternatives, traffic, ecological and architectural heritage data was not collected or analysed before the scheme was designed.

Submissions noted concerns that the proposed plan drawings did not include both the existing layout and the proposed scheme layout. It was felt that this would have helped residents to clearly understand the changes proposed.

NTA Response to Issue 7

As part of this second non-statutory public consultation this CBC received 27 submissions for the Templeogue to Terenure CBC. There have also been two Community Forum Events and a number of both one-to-one meetings, and meetings with residents' groups, during the development of the PRO .

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

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

Issue 8: Increased Air and Noise Pollution

Residents were concerned that due to land acquisition, the increased proximity of the road to houses on Templeogue Road could potentially lead to increased air pollution levels. It was noted that, increased traffic levels could result in increased air pollution, in the form of nitrogen emissions from car exhausts of non-electric vehicles. Concerns were also raised that the proposed removal of trees could exacerbate the issue, as the natural vegetation currently absorbs toxins released from car exhausts.

Residents raised concerns that potentially increased traffic levels could result in higher levels of noise pollution. It was also suggested that the removal of trees along the bus corridor could potentially increase noise levels further, as the trees currently act as a natural sound barrier.

NTA Response to Issue 8

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC – which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the area, such as turn bans on Templeogue Road into Rathdown Park, are also proposed to ensure that through-traffic movement on local side streets is minimised.

In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective.

Notwithstanding this, significant effort has gone into retaining as many existing trees as possible and in many cases, additional trees have been retained along the scheme since the EPR proposals (such as the eastern side of Templeogue Road north of Springfield Road). The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

The potential impacts of the proposed scheme have been fully quantified as part of the EIAR which has been carried out by the NTA during the preparation of a planning application for the scheme. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 9: Removal of Bus Stop

A number of residents and members of the community raised concerns over the removal of bus stop number 1159 on Templeogue Road. This bus stop is located outside Terenure College. Students and residents were concerned about the removal of this bus stop. There were concerns that removal of the bus stop could potentially result in daily commuting times increasing.

Residents requested that traffic and mobility surveys be undertaken, in order to decide the best location for bus stops to facilitate as many people as possible.

NTA response to Issue 9

As part of the draft Preferred Route Option concept design, bus stop number 1159 was proposed to be relocated to rationalise existing bus stop locations along Templeogue Road at Bushy Park. This bus stop is currently within 300m of bus stops number 1158 and number 1160. The bus stop is located in close proximity to the Templeogue Road - Fortfield Road junction where a single shared inbound lane is proposed. The location of the bus stop has the potential to cause a delay to journey times on the shared carriageway.

It is proposed to relocate this bus stop approximately 130m south to a location south of the Fortfield Road junction, such that the bus can stop within a bus lane, improving road safety while also minimising the impact on inbound traffic at this location. This proposed location also better serves Our Lady's school.

Issue 10: Need for the Scheme

Some residents felt that the scheme was not needed in the area and the current provision of public transport and cycle tracks are sufficient. These residents generally felt that the scheme would not benefit them enough to warrant potential changes and disruption to their quality of life.

Residents were also concerned that the aftermath of the COVID-19 pandemic could potentially impact mobility patterns, including increasing working from home, reducing peak hour traffic and reducing the general use of public transport for a number of years, thereby reducing the need for the scheme.

NTA Response to Issue 10

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the Tallaght to Terenure corridor (referred to within the Strategy as Tallaght - Rathfarnham - Terenure) as an appropriate corridor for the development of a Core Bus Corridor. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The policy context for the corridor is set out in the ‘Terenure to Tallaght CBC Feasibility Study and Options Assessment Report’ prepared on behalf of the NTA in May 2018. This report assessed the various CBC route options and recommended an Emerging Preferred Route (EPR) based on a multi-criteria analysis (MCA) of the potential options.

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

Issue 11: Removal of Trees

Residents were supportive of the reduction in tree loss along the scheme, however they expressed continued disappointment over the quantity of trees to be removed.

Residents were worried that the removal of trees might negatively impact air quality, increase noise pollution, emissions and detract from the visual amenity of the area. The removal of trees at the Spawell junction was specifically highlighted as a concern.

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. However, some residents were supportive of BusConnects as a method of reducing transport emissions in Ireland. Some residents were supportive of the scheme facilitating the transition of commuters from private cars to public transport and cycling.

NTA Response to Issue 11

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

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

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

In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO, and a key outcome of many of these design interventions is the retention of a significant number of existing trees which were previously identified for removal. Within the PRO proposal, along with general retention of trees where possible, amendments have been made on certain sections referred to in the submissions, with the following outcomes:

- In lieu of the proposal to provide a new footpath on the northern side of Rathdown Drive, it is now proposed to formalise the existing dirt track which passes through the middle of the trees in the green area adjacent, thus reducing the impact on trees in this location;
- The proposed design has been amended on Templeogue Road at a number of locations reducing, and in some cases removing, the requirement for land acquisition from 9 properties, with a corresponding reduction in the number of trees impacted;
- The Spawell junction has been redesigned to provide a two-way cycle track on the western side of its southern arm, thus facilitating the retention of a number of trees on the eastern side of this arm.

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

Issue 12: Alternative Solutions

Many residents felt that alternative solutions such as different routes for the CBC, or different forms of transport such as a Metro, monorail, tram, light rail or subway system, had not been explored sufficiently. Residents requested that further surveys or inquiries be undertaken to inform decision making, prior to further planning or design of the scheme.

Many residents indicated that they would prefer a more reliable service, rather than a reduction in commuting times. Suggestions of an increase in the frequency of buses on the current routes at peak hours were made by many residents. Residents stated that if additional numbers of buses were in use, people would not use their cars.

The provision of increased park and ride facilities for existing bus routes was suggested by a number of residents. There was a large consensus that much of the traffic congestion in the area was due to parents dropping their children to school by car. As a result, many submissions suggested introducing school buses.

In order to reduce congestion on roads, various measures were suggested, such as a ban on cars in the city centre and congestion charges.

Traffic management suggestions included motorist restrictions during peak hours. Residents recommended using a bus traffic light which would allow buses to travel ahead of private car traffic. They suggested that this measure be introduced, instead of banning cars outright.

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 Tallaght to Terenure corridor (referred to within the Strategy as Tallaght - Rathfarnham - Terenure) 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.

In relation to specific points raised:

- One of the primary objectives of the Core Bus Corridor project is to improve bus journey time reliability through the provision of bus priority measures. While journey times will be improved by the delivery of infrastructure, journey time reliability will also be improved by removing a substantial amount of interaction between buses and general traffic.
- Park and ride facilities are also being explored as part of the overall BusConnects programme. These would complement the proposals for Core Bus Corridors.
- The provision of school bus services does not fall under the remit of the NTA however it is noted that existing school bus services will benefit from the proposed infrastructure improvements.

3 Third Public Consultation (Nov-Dec 2020)

3.1 Overview

The third non-statutory public consultation on the updated draft PRO, ran from 4th November 2020 until 16th December 2020.

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

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

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

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

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

3.2 Information Provided in Public Consultation

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

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

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

Additional information was provided on the official BusConnects website:

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

The additional supporting information on the website included:

- Draft Preferred Route Option Report – November 2020;
- Proposed Approach to Environmental Assessment – November 2020;
- Draft Transport Modelling Report – November 2020;
- Corridor 10 - Tallaght to Terenure, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Tallaght to Terenure Core Bus Corridor - CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Concept Scheme Drawings for the emerging preferred route; and
- Concept Scheme Drawings for the preferred route option.

3.3 Approach to Assessing the Submissions

The review of the submissions commenced in December 2020 once the consultation period had closed. The NTA received **594** submissions for the Tallaght to Terenure updated draft PRO, from the 4th November 2020 until the 16th December 2020. Most entries were digital (email and/or digital letter via email). Some petitions with multiple signatures were also received.

All submissions were entered into a database and assessed.

3.4 Analysis of Issues Raised by Section

The CBC was divided into three 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 three sections were;

- Section 1: M50 (East) to Cypress Grove Road;
- Section 2: Cypress Grove Road to Fortfield Road; and
- Section 3: Fortfield Road to Terenure Road West.

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

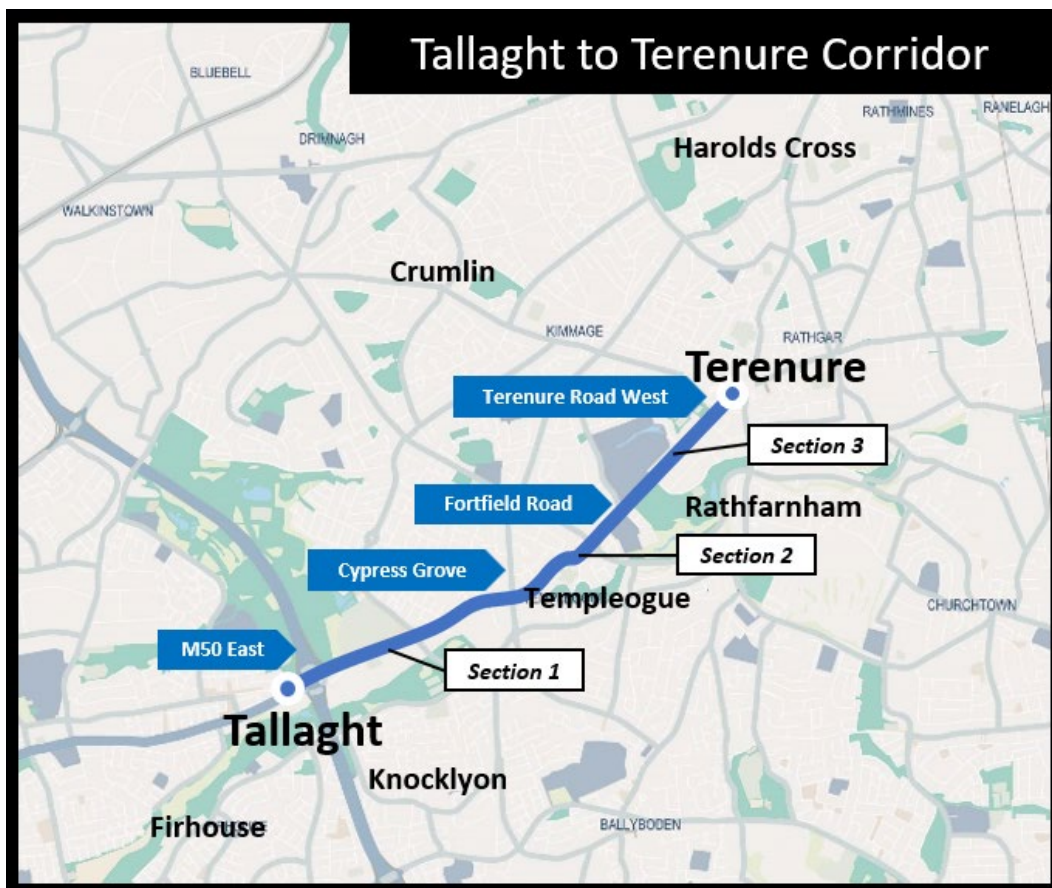


Figure 4: Tallaght to Terenure Core Bus Corridor Map.

The section attracting the most comments was the ‘Entire Scheme’. This section received 70% of the total submissions. Section 3 ‘Fortfield Road to Terenure Road West’ received 23% of the total submissions. Section 1 ‘M50 (East) to Cypress Grove Road’ and Section 2 ‘Cypress Grove Road to Fortfield Road’ which runs through Templeogue Village, received 4% and 3% of the submissions respectively.

The distribution of submissions across the various sections of the scheme can be seen below in Figure 5 and Table 4.

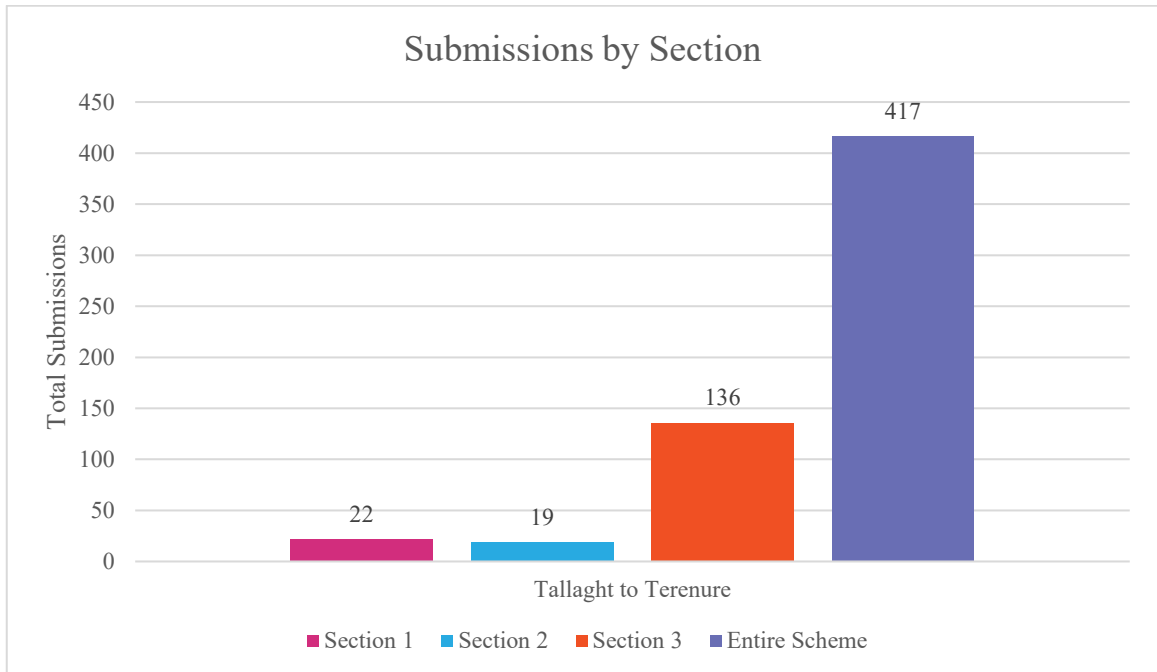


Figure 5: Distribution of Submissions per Section of the Tallaght to Terenure Core Bus Corridor.

Table 4: Number of Submissions per Section of the Tallaght to Terenure Core Bus Corridor.

Section	Number of Comments	Percentage
1: M50 (East) to Cypress Grove Road	22	4%
2: Cypress Grove Road to Fortfield Road	19	3%
3: Fortfield Road to Terenure Road West	136	23%
The Entire Scheme	417	70%
Total Assessed	594	100%

3.5 Profile of Those Making Submissions

Of the submissions received:

- 90% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;
- 2% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;
- 1% were from interested parties, including commuters and residents who do not live in the study area but have an interest in the scheme;
- 2% were from representative bodies or associations, and mainly address community-focused issues;
- 1% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme;
- 1% were from public bodies, addressing infrastructure issues (South Dublin County Council); and
- 3% were from politicians, addressing issues in the study area.

3.6 Themes Raised in the Submissions

All 594 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in Table 5. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

Table 5: Frequency of Themes raised through the Submissions.

Theme	Frequency of Comments
Accessibility/ Traffic Impact	529 comments
Integration / Bus Network	42 comments
Land Acquisition	34 comments
Safety	258 comments
Environmental Issues	208 comments
Social Impact	148 comments
Economy / Impact on Local Business	140 comments
Heritage	47 comments

3.7 Summary of the Main Issues Raised

This section identifies the key issues raised in the third public consultation process. The Authority have established the validity of the concerns, the potential consequences for the project, and determined how best to address the issue and /or mitigate the negative impact.

While a variety of matters were raised in the submissions, the key issues relating to the CBC scheme are as follows:

1. Traffic Issues Associated with Proposed Traffic Management Measures;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Supportive of Scheme;
5. Loss of Access to Local Amenities;
6. Inadequacies in Consultation Process;
7. Proposed Land Acquisition;
8. Increased Air and Noise Pollution;
9. Removal of Bus Stop;
10. Need for Scheme;
11. Removal of Trees; and
12. Alternative Solutions.

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

Issue 1: Traffic Issues Associated with Proposed Traffic Management Measures

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Many residents expressed their concern about the potential increase in traffic and congestion on residential roads due to the proposed traffic management measures. In particular, residents expressed their concern about the potential impact on the following residential roads: Greenlea Road, Lavarna Road/Grove, Fortfield Road, Parkmore Drive, Ravensdale Drive, Rathdown Park and Fergus Road. It was noted that the project could potentially exacerbate current safety issues on these roads.
- Concerns still remain over the possible increase in traffic on alternative routes that motorists might take in order to enter the city due to the proposed traffic management measures.
- Residents raised concerns about the restriction of traffic, the resulting redirection of traffic, and consequently a potential increase in journey time.

- A number of residents made reference to a past example in the banning of the right-hand turn into Rathdown Ave from Templeogue Road but with the resulting traffic congestion that was caused, they understood that the decision was reversed.
- Some residents raised concerns that while the plans catered for, and showed the impacts of the corridors themselves, they did little to show the combined impact multiple corridors in close proximity, such as the Templeogue, Kimmage and Rathfarnham routes.
- A number of residents raised the issue that the current traffic models only address AM peak, and made requests for traffic models that cover at least 12 noon, school departure time and PM peak.
- A suggestion was made that cars on Templeogue Road heading towards Terenure be allowed to travel as far as the entrance to CDET sports grounds entrance where they would then turn left onto a new one-way new road which would take them through the corner of the sports grounds and out by the side of the Telephone Exchange and onto Terenure Road West beside the Garda Station. Buses and cyclists could continue on Templeogue Road to Terenure. Residents asserted that this would alleviate the obvious congestion that would otherwise ensue on Greenlea Road and Lavarna Road/Grove.

NTA response to Issue 1

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

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

- It is proposed to ban the right turns from Templeogue Road to Rathdown Avenue and Rathdown Park for inbound traffic.
- It is proposed to retain the existing no entry proposal to Fergus Road from Templeogue Road.
- It is proposed to ban the right turns from Fortfield Road to Greenlea Road and Lavarna Grove.
- It is proposed to retain the existing morning peak hour no right turn from Cypress Grove Road to Ashfield.
- It is proposed to reintroduce the right turn from Templeogue Road to Springfield Avenue.

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

Issue 2: Pedestrian Safety

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Some residents expressed their concerns for the potential increase in traffic and congestion on residential roads as a result of the proposed traffic management measures and the potential impact on pedestrian safety as a result. In particular, residents highlighted the potential impact on the following residential roads: Greenlea Road, Lavarna Road/Grove, Fortfield Road, Parkmore Drive, Ravensdale Drive, Rathdown Park, and Fergus Road.
- Many residents highlighted some road features and frequent driver behaviours on residential roads in the area which currently contribute to decrease safety for pedestrians, including: narrow roads, footpath mounting, speeding, illegal turning on streets where it is prohibited, etc. Residents asserted that the scheme could potentially exacerbate these current safety issues. Many residents noted the potential impact that this could have on the safety of the local community, especially considering the high number of vulnerable road users living in the area, i.e. children, elderly, disabled people.
- Various residents recommended the provision of Quiet Street Treatments and/or that additional traffic calming measures be put in place on various residential roads in the area, as well as closing off roads as cul de sacs, e.g. Fergus Road. A resident suggested the implementation of camera surveillance on streets where turn movements are prohibited to enforce turn bans.
- Concerns were raised over the potential impact on the safety of children attending local schools, such as Terenure College, Our Lady's School, St. Pius National School, Presentation Primary School and St. Joseph's BNS. Submissions noted concern that reduced footpath widths could potentially result in a reduction in safety for pedestrian, and particularly for children who cycle or walk to local schools.
- More specific proposals/issues raised with regard to pedestrian safety are:
 - Residents noted a potential lack of safety due to the proximity of various proposed bus stops to adjacent junctions e.g. Templeogue Road / Fortfield Road junction.
 - Some residents asserted that the cycle track next to Bushy Park would potentially increase the likelihood of conflict between pedestrians and cyclists. In particular, residents were worried about the safety of children playing within the park.

- Several toucan crossings were suggested by residents to be implemented at specific locations on Templeogue Road at the entrance/exit location of adjacent roads.
- It was suggested to convert all bus stops to bypasses to reduce potential conflict between cyclists and pedestrians.

NTA Response to Issue 2

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

- It is proposed to convert Spawell Roundabout into a protected signalised junction with dedicated pedestrian and cyclist crossings on each arm as well as kerb protection for cyclists.
- It is proposed to convert other existing major signalised junctions including the Old Bridge Road, Springfield Road and Fortfield Road junctions to protected junctions with kerb protection for cyclists and improved pedestrian crossing facilities.
- Island bus stop layouts are the preferred arrangement for bus stops where they interact with a cycle track and as such, these layouts have been incorporated into the scheme where feasible. Where space constraints do not allow for an island bus stop, pedestrian and cyclist conflict at bus stops will be managed through careful design of this conflict area, including the provision of signage and markings, tactile paving and alignment changes to the cycle track. Following the third round of public consultation, bus stop 1130 has been converted to an island bus stop.
- Bus stops have been proposed in close proximity to junctions in order to increase the catchment area of the stops, as well as to enhance pedestrian safety. This allows pedestrians to cross the road safely at the junction to reach their destination, if required.
- Bus stop 1159 has been relocated further south, such that it is in closer proximity to Our Lady's School on Templeogue Road, facilitating more direct, safer access for students.
- The junction details at Cheeverstown and Templeogue House have been redesigned to remove the existing shared space arrangement, and provide segregated pedestrian facilities.

Issue 3: Cyclist Safety

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Various submissions raised concern about the potential impact to cyclist safety as a result of the increase in bus traffic volumes and congestion on surrounding roads through which traffic could be diverted.

- Concerns were raised about the discontinuity of segregated cycle lanes at approaches to villages. It was requested that segregated cycle lanes to be continued along the scheme. Some residents asserted that proposed shared carriageways sections (e.g. Rathdown Park, Templeogue Road) would be unsafe for cyclists.
- Many residents noted a lack of provision of cycle lanes near local schools, which they asserted would negatively impact the safety of children who cycle to school.
- Specific concerns in relation to this topic included:
 - It was suggested to convert all bus stops to bypasses to reduce potential conflict between cyclists and pedestrians;
 - Submissions raised concern about the proposed cycle lane bounding Bushy Park as some residents noted that most cyclists would likely choose to continue their journey on the bus corridor lane rather than diagonally cross the junction at Fortfield Road and Templeogue road to cycle through the cycle track at the boundary with Bushy Park. Some residents mentioned that this could potentially delay the journey of buses and increase the likelihood of an accident for cyclists;
 - Submissions raised concerns about the potential lack of safety for cyclists at the proposed shared carriageway at Rathdown Crescent/Rathdown Drive.

NTA Response to Issue 3

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

Specific attention is being given to the sections of the route which interact with existing, temporary, and planned cycle infrastructure such as at Wellington Lane, Templeogue Village, and at Terenure Village. Junction designs are also being refined to ensure that cyclists can negotiate and traverse junctions safely. Along the corridors, cyclists will be provided with segregated cycle tracks and protected junctions where practicable.

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.

- Island bus stop layouts are the preferred arrangement for bus stops where they interact with a cycle track and as such, these layouts have been incorporated into the scheme where feasible. Where space constraints do not allow for an island bus stop, pedestrian and cyclist conflict at bus stops will be managed through careful design of this conflict area, including the provision of signage and markings, tactile paving and alignment changes to the cycle track. Following the third round of public consultation, bus stop 1130 has been converted to an island bus stop.

- It is proposed to convert Spawell Roundabout into a signalised protected junction with dedicated pedestrian and cyclist crossings on each arm as well as kerb protection for cyclists. The proposal has been designed so as to tie in with proposals under the Wellington Lane cycle scheme as well as to better tie into existing cycle facilities on Spawell, south of this junction.
- It is proposed to reduce the speed limit between Cypress Grove Road and Springfield Avenue to 30kph to improve safety for cyclists in areas where continuous cycle tracks are not feasible.
- A revised design has been developed for the Old Bridge Road junction, to better cater for cyclists needs at this junction, including more direct cyclist crossings.
- A quiet street treatment is proposed on Rathdown Drive, which will improve the experience for cyclists using this route, offering an alternative east-west route to continuing along the CBC. A number of turn bans are also proposed from Templeogue Road into Rathdown Park and Rathdown Avenue, which will reduce the volume of traffic entering this area.

Issue 4: Supportive of Scheme

As in previous consultations, many residents were supportive of the aims of the scheme, particularly regarding the prioritisation and improvement of public transport and cycle infrastructure in the city. Various submissions acknowledged the need to lower car traffic levels in Terenure and the improvements in terms of accessibility to other areas in the city. In addition, various submissions expressed support for the rationalisation of bus stops on Templeogue Road.

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

Response to Issue 4

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

Issue 5: Loss of Access to Local Amenities

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Concerns were raised that proposed traffic management measures along with changes to bus routes, could potentially reduce access for residents to amenities, businesses and essential services (e.g. hospitals) in Templeogue village and Terenure village. Thus, significantly impacting businesses in these villages.

There were also concerns raised that residents would not be able to access amenities and businesses in surrounding villages such as Rathgar, Rathfarnham, Rathmines, Ranelagh, Harold's Cross, Kimmage, and the Grand Canal area.

- Residents with young children and other vulnerable road users felt that proposals could possibly impact and isolate them. Some residents raised concerns that proposed traffic management measures as well as reduced footpath widths could result in the roads being too dangerous for children to cycle or walk to local schools.
- Residents raised concern about the potential isolation of vulnerable road users, such as the elderly and disabled people, who would not be able to cycle or walk to the relocated bus stops.
- Concerns were raised that a bus gate on Templeogue Road would potentially reduce vehicular access to/from Bushy Park for the local communities along this route. Some residents also raised the concern that areas appear to contain reduced pedestrian space that is in conflict with the Design Manual for Urban Roads and Streets.

NTA Response to Issue 5

In response to issues raised during the public consultations, a number of sections along the route were amended in developing the PRO, and a key outcome of many of these design interventions is enhanced provision of bus priority, cyclist facilities and pedestrian facilities. In some locations these enhanced facilities for sustainable transport modes are provided through a reduction in the space allocated for private cars. While the capacity of some junctions may be reduced for the movement of private cars, the total capacity for the movement of people will be increased. This infrastructure, in combination with an updated bus network will improve access to properties, developments and businesses along this corridor.

In addition, a comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network to manage traffic on the road network while ensuring that access to all essential amenities such as schools, hospitals and sports facilities is retained. Access to these amenities by car will still be feasible, however motorists may have to take new routes to continue to use their private vehicles to access these amenities.

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

Issue 6: Proposed Land Acquisition

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Several concerns were raised about the potential reduction in property value, privacy and green areas. In particular, residents were worried about the acquisition of land on private gardens. Resident's asserted that this would impact the existing quality environment of the villages and the community.
- Some residents requested to be informed of the date on which surveys of affected properties would take place, as well as requested to be informed of the date in which they will receive the outcome of these surveys.
- Some submissions proposed solutions to potentially reduce the need for land acquisition, such as the extension of the shared roadway on a section of Templeogue Road and/or the relocation of the bus priority signal west of Templeogue Village to reduce the acquisition of land on this section.
- Some landowners were disappointed with the potential acquisition of trees at private gardens, as they noted the trees protect the neighbours' privacy.

NTA Response to Issue 6

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

- Amendments have been made to the Templeogue Road/Cypress Grove Road junction removing the impact on a number of properties in this area and reducing the impact on others.
- It is proposed to tie into the Templeogue Village Part VIII scheme removing the impact on a number of private properties within Templeogue Village.
- Amendments have been made to the Templeogue Road/Springfield Road junction removing the impact on a number of properties in this area and reducing the impact on others.
- Land acquisition previously identified just north of Olney Grove, has been removed through the design development process

In total, the PRO proposals reduced the number of properties impacted by 25 properties and reduced the extent of impact on an additional five properties when compared to the EPR proposals.

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

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

Issue 7: Inadequacies in Consultation Process

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Residents raised concerns that previous issues raised as part of the public consultation process had not been listened to or had no impact on the designs.
- Residents were concerned at the lack of public consultation due to the COVID-19 pandemic, fearing plans were rushed in a time where there wasn't an opportunity for proper consultation. Residents were concerned they did not have sufficient opportunity to discuss the proposals in person with their local community members. Concerns were raised that due to lockdown, local residents, particularly elderly and non-computer literate, may have not been provided with enough information.
- Some residents requested that the public consultation process should involve conversations with all impacted local groups, i.e. communities, businesses, associations of residents, garda management, local representatives, etc.
- Some residents suggested that the NTA are likely in breach of the Aarhus Convention.
- Residents asserted that there is currently no clear information available in the public consultation documents to allow residents to know the traffic impact the bus corridors will have on their local streets. They also suggested that the NTA have failed to clarify plans for two complex local junctions, the Spawell Roundabout and Terenure Cross.
- Some residents raised concerns that the information is skewed in favour of the plan and that impacts were generally not accessible as well as concerns that the traffic modelling does not consider the cumulative impact of all corridors.
- Submissions raised concern that wall relocation proposals (i.e. relocation proposals on Templeogue Road) should be in line with local policies, thus, rebuilding walls with original stone.

NTA Response to Issue 7

As part of this third non-statutory public consultation this CBC received 594 submissions for the Templeogue to Terenure CBC. There have also been two Community Forums, and a significant number of both one-to-one meetings/callbacks and meetings with residents' groups during the development of the PRO.

The NTA then held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the Covid-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the safety of their own homes.

This facility allowed the public to access the updated draft PRO maps, timelines and any revisions made, since the second round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

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

Issue 8: Increased Air and Noise Pollution

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Residents raised concerns that potentially increased traffic levels might result in increased air pollution, in the form of nitrogen emissions from car exhausts of non-electric vehicles. Residents noted that the proposed removal of trees could exacerbate the issue, as the natural vegetation currently absorbs toxins released from car exhausts.
- Some residents raised concerns that the potential increase in traffic in the area would result in the destruction of the peaceful and quiet ambience of the area.
- Concerns were also raised about the current lack of a plan for electric buses in the scheme, and the continued lack of an Environmental Impact Assessment Report.

NTA Response to Issue 8

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the area, such as turn bans on Templeogue Road into Rathdown Park, are also proposed to ensure that through-traffic movement on local side streets is minimised.

In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Notwithstanding this, significant effort has gone into retaining as many existing trees as possible and in many cases, additional trees have been retained along the scheme since the EPR proposals (such as the eastern side of Templeogue Road north of Springfield Road). The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

The potential impacts of the proposed scheme have been fully quantified as part of the EIAR which has been carried out by the NTA during the preparation of a planning application for the scheme. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic.

The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 9: Removal of Bus Stop

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Concerns were raised regarding the potential increase in the distance to access the proposed bus stops for some people in the area. As an example, some concerns were raised with regards to the removal of bus route service 54a on Templeville Road (bus stop number 2402), which currently serves students at Templeogue College. It was noted that the proposed bus stop would not potentially be accessible by walking for many people who currently depend on this bus route, especially for the elderly.

NTA response to Issue 9

As part of the design process, existing bus stop locations have been reviewed in line with international best practice and in some areas bus stops have been rationalised to facilitate a more efficient bus service delivering improved journey times for the bus. A Bus Stop Review Report has been prepared as part of the development of the planning design for the CBC, outlining the rationale for moving or removing individual bus stops on a case by case basis.

In relation to the specific issue raised, the removal of bus routes relates to the New Dublin Area Bus Network and is not the subject of this public consultation.

Issue 10: Need for the Scheme

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Some residents felt that the scheme should be put on hold for a number of years to allow for an assessment in relation to changes to working & commuting patterns. Some residents suggested that the demand for travel to the city centre may drop over time due to the continuation of ‘work from home’ and ‘flexible working’ initiatives which were implemented due to the COVID-19 pandemic.
- Residents also expressed concerns that the economic, social and environmental costs involved in the scheme outweighed the potential benefits of the scheme. Concerns were also raised by some residents that the scheme is not a future-proof plan and will soon be out of date.
- A number of residents expressed concerns that proceeding with proposals prior to the Transport Strategy Review and a full audit of the effects of COVID-19 on future transport requirements would be unacceptable.

NTA Response to Issue 10

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the Tallaght to Terenure corridor (referred to within the Strategy as Tallaght – Rathfarnham – Terenure) as an appropriate corridor for the development of a Core Bus Corridor. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The policy context for the corridor is set out in the ‘Terenure to Tallaght CBC Feasibility Study and Options Assessment Report’ prepared on behalf of the NTA in May 2018. This report assessed the various CBC route options and recommended an Emerging Preferred Route (EPR) based on a multi-criteria analysis (MCA) of the potential options.

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

Issue 11: Removal of Trees

Submissions received repeated issues which were raised during previous rounds of public consultation. In addition to these issues, new concerns were raised, including:

- Residents were worried that the removal of trees might negatively impact air pollution, noise pollution, emissions and the visual amenity of the area.
- 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. However, some residents were supportive of BusConnects as a method of reducing transport emissions in Ireland. Some residents were supportive of the scheme facilitating and promoting the transition of commuters from private cars to public transport and cycling.
- Concerns were raised about the environmental and ecological impact of the removal of trees.

NTA Response to Issue 11

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

The planting scheme would optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.

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

In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO, and a key outcome of many of these design interventions is the retention of a significant number of existing trees which were previously identified for removal. Within the PRO proposal, along with general retention of trees where possible, amendments have been made on certain sections referred to in the submissions, with the following outcomes:

- In lieu of the proposal to provide a new footpath on the northern side of Rathdown Drive, it is now proposed to formalise the existing dirt track which passes through the middle of the trees in the green area adjacent, thus reducing the impact on trees in this location;
- The proposed design has been amended on Templeogue Road at a number of locations reducing, and in some cases removing, the requirement for land acquisition from 9 properties, with a corresponding reduction in the number of trees impacted;
- The Spawell junction has been redesigned to provide a two-way cycle track on the western side of its southern arm, thus facilitating the retention of a number of trees on the eastern side of this arm;

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

Issue 12: Alternative Solutions

As in previous consultations, a number of residents recommended that alternative forms of transport, such as Metro or light rail systems, should be further explored as an alternative to attend the current transport needs of the city. Submissions noted that other transport modes could potentially be more suitable in the long-term from an economic and environmental point of view.

Some submissions noted that various traffic issues could potentially be solved through non infrastructure-related investments, such as dedicated bus traffic lights, public transport cashless payment, park and ride facilities, traffic congestion fees, etc.

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 Tallaght to Terenure corridor (referred to within the Strategy as Tallaght - Rathfarnham - Terenure) 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.

In relation to specific points raised:

- One of the primary objectives of the Core Bus Corridor project is to improve bus journey time reliability through the provision of bus priority measures. While journey times will be improved by the delivery of infrastructure, journey time reliability will also be improved by removing a substantial amount of interaction between buses and general traffic.
- Park and ride facilities are also being explored as part of the overall BusConnects programme. These would complement the proposals for Core Bus Corridors.
- Bus priority traffic signals, giving priority to buses over general traffic, are being considered as part of this scheme and other CBCs across the network.

4 Summary of the Main Issues Raised

This section consolidates the key issues raised in the public consultation process in both the second and the third non-statutory public consultations. 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. Below is a summary of the key issues raised in the second and third public consultations ranked in order of response mentions. Irrespective of the count, all submissions were considered equally to assess the concerns of all people making responses. These issues were then taken on board as part of the refinement of the Preferred Route design.

While a variety of matters were raised in the submissions within the second non-statutory public consultation, the key issues identified in relation to the draft PRO (as detailed in Section 2 of this report) were:

1. Traffic Issues Associated with Proposed Traffic Management Measures;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Supportive of Scheme;
5. Loss of Access to Local Amenities;
6. Inadequacies in Consultation Process;
7. Proposed Land Acquisition;
8. Increased Air and Noise Pollution;

9. Removal of Bus Stop;
10. Need for Scheme;
11. Removal of Trees; and
12. Alternative Solutions.

Similarly, while a variety of matters were raised in the submissions within the third non-statutory public consultation, the key issues identified in relation to the updated draft PRO (as detailed in Section 3 of this report) were:

1. Traffic Issues Associated with Proposed Traffic Management Measures;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Supportive of Scheme;
5. Loss of Access to Local Amenities;
6. Inadequacies in Consultation Process;
7. Proposed Land Acquisition;
8. Increased Air and Noise Pollution;
9. Removal of Bus Stop;
10. Need for Scheme;
11. Removal of Trees; and
12. Alternative Solutions.

Appendix A

Summary of Issues Raised by Route Section

Section 1: M50 (East) to Cypress Grove Road

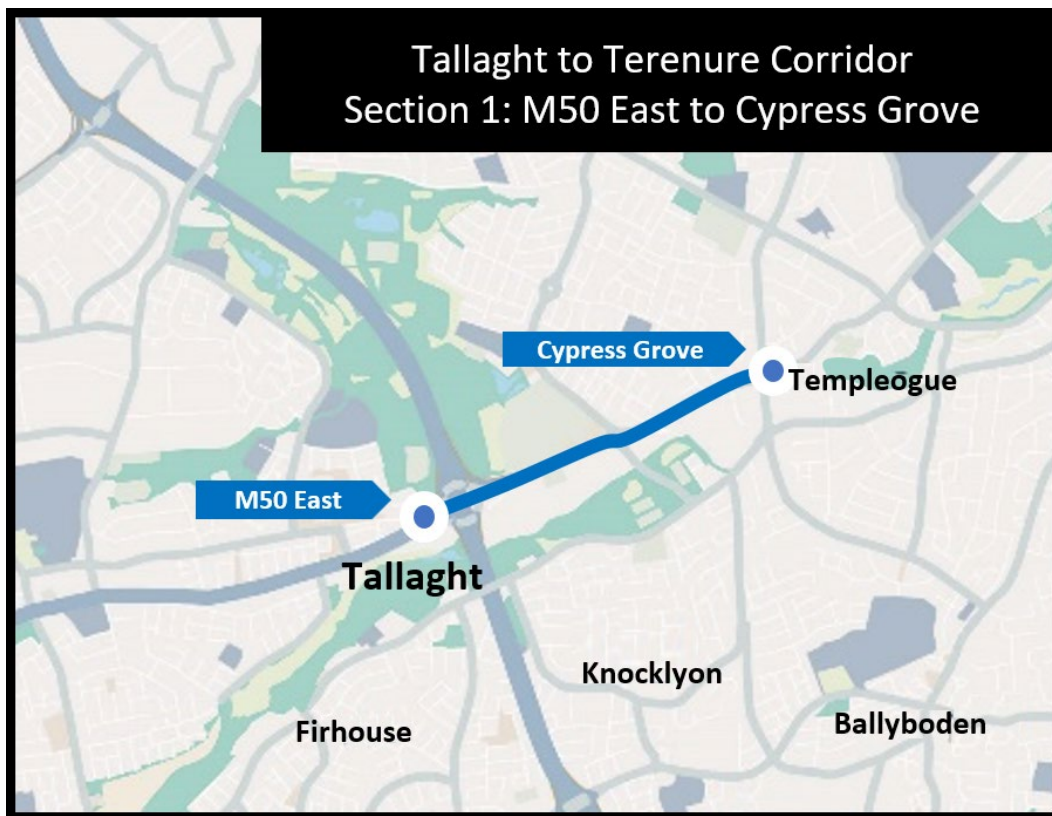


Figure 6: Section 1 - M50 East to Cypress Grove

M50

- A public body made a suggestion that a bus stop should be located at the Top Oil Spawell Service Station.

Spawell

- Residents were generally in favour of the redesign of the Spawell roundabout as a signalised junction. Notwithstanding this, some residents raised concern about the conversion of the existing roundabout at the Spawell junction to a signalised junction. These residents requested to retain the Spawell junction as a roundabout, as well as to include traffic signal controls to improve its operation if necessary. It was noted by some that the final proposed layout of this junction is not clear. Residents requested to be informed about the proposed layout for this junction.
- Residents raised concerns over the safety of pedestrians at the Spawell Junction, as there is a general traffic lane located beside the footpath at sections of the road;
- A private group was concerned that cyclists could not turn right at the Spawell junction, inbound from Tallaght, and consequently requested more direct crossings for cyclists;
- Concerns were raised over the loss of trees at this junction;

- Residents and a private group were concerned about the 2-way cycle track, and requested that cycle track be provided on both sides of the road;
- Residents were concerned about the safety of cyclists, pedestrians and motorists at the Spawell junction. It was suggested that these modes should be clearly segregated, in order to protect road users, cyclists and pedestrians; and
- A public body suggested adequate signage be provided at the Spawell Junction to direct cyclists and pedestrians onto the 1-way cycle track, and northern side footpath.

Templeogue Road

- A resident also raised concerns over potential conflicts, where the general traffic lane and bus lane cross over on Templeogue Road. Submissions suggested bus priority signals to reduce the potential for conflicts; and
- A private group requested that at the National Monument (NIAH No. 11216047) opposite Hillcrest, segregated lanes for pedestrians and cyclists be provided, with reduced private traffic lane width.
- Concerns were raised about some of the proposed traffic management measures which would potentially force motorists to use alternative routes including Wellington Lane, Wainsfort Road, Greenlea Road, Lavarna Road/Grove, Fortfield Road, Parkmore Drive, Ravensdale Drive, Rathdown Park, and Fergus Road. It was noted that this could generate queues and cause congestion and delays on specific roads in the wider area;
- Submissions raised concern about the proposed reduction in frequency of some bus routes. It was mentioned that current bus route 150 (potential bus route 71), which serves stops close to Templeogue Road on Wellington Lane, will be reduced in frequency from three to two services per hour;
- A resident proposed to lower the speed limit on Templeogue Road in the area close to Cheeverstown due to the high number of people with disabilities.

Old Bridge Road

- A public body requested the pedestrian bridge underpass at the Old Bridge Road be considered as an alternative to the pedestrian lights, and upgraded as part of the scheme.
- Concerns were raised over potential safety issues at the Old Bridge Road where a cycle lane merges with a bus lane.

Section 2: Cypress Grove Road to Fortfield Road

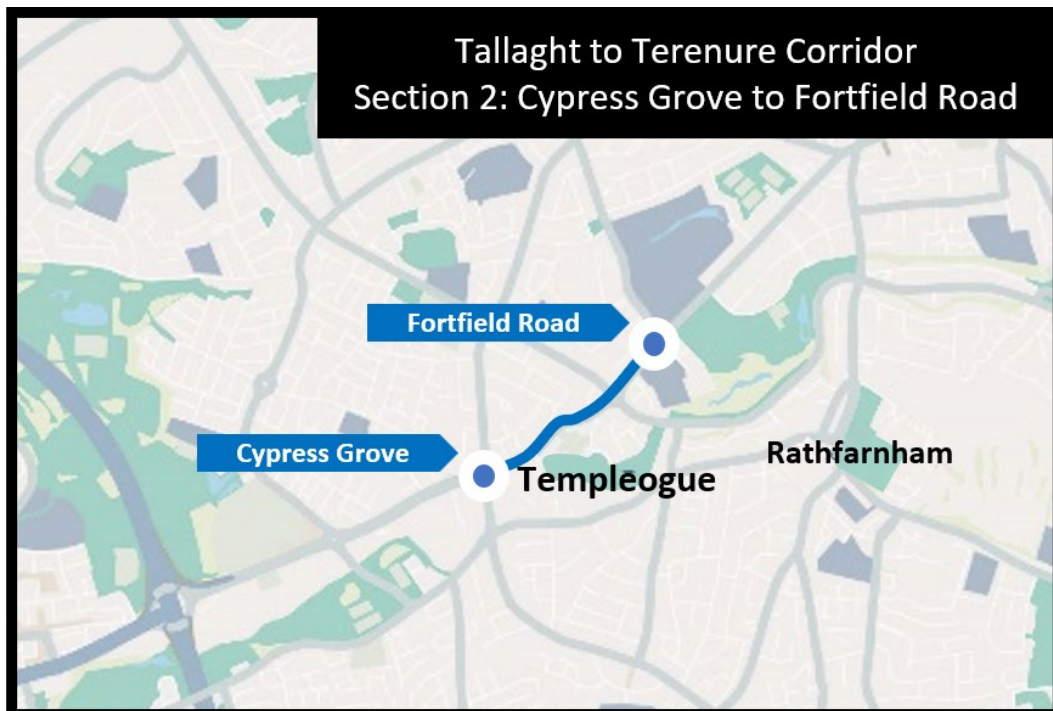


Figure 7: Section 2 - Cypress Grove to Fortfield Road

Templeogue Road

- Landowners were disappointed with potential land acquisition to their front and back gardens under the proposed plans. Concerns included reduced access, inconvenience caused by construction works, loss of private trees, potential impact on garages, property devaluation, increased noise pollution, and reduced privacy;
- A private group noted that there were no provisions for cyclists turning right onto Old Bridge Road from the Templeogue Road, inbound;
- Residents and a private group raised concerns over the safety of cyclists between Cypress Grove Road and Springfield Avenue/Templeville Road, due to the proposed removal of cycle lanes between these roads. Many resident cyclists requested that cycle lanes be provided between these roads;
- An interested party was concerned with the lack of bus lane priority continually along Templeogue Road, and suggested continuous bus lanes in both directions, with an outbound general traffic lane only;
- A private group raised concerns that the road is too narrow outside Our Lady's School, and suggested the bus lane could be removed (as the bus gate is located just ahead) and an island bus stop could be introduced, in order to provide protection for pedestrians, cyclists and bus users;
- Residents were concerned that motorists who may be redirected off the Templeogue Road might be forced onto alternative routes, potentially resulting in;

- Further delays for motorists, as large volumes of cars are pushed onto narrow roads; and
- Reduced access to local amenities and facilities, and the city centre.
- Residents were also concerned that residential roads might experience increased levels of traffic, due to traffic being redirected off Templeogue Road;
- Concerns were raised about the potential lack of safety for pedestrians due to the proximity of bus stops to junctions in this section. It was noted that the inbound bus stop close to the Templeogue Road/Old Bridge Road junction on Templeogue Road would be very close to this junction. Also, some residents noted that the proposed bus stops adjacent to Templeogue Road/Fortfield Road junction on Templeogue Road would be very close to this junction;
- Submissions raised concern about the potential lack of safety for students at Terenure College and Our Lady's School due to the proximity of the schools to two opposing bus stops on Templeogue Road at the intersection with Fortfield Road;
- Some residents were worried about the potential increase in distance to proposed bus stops for some residents. As an example, some concerns were raised about the removal of bus route service 54a on Templeville Road (bus stop number 2402), which currently serves students at Templeogue College. Some residents asserted that the proposed bus stop would not be accessible by foot for many people who currently depend on this bus route, especially for the elderly;
- Residents raised concern about the proposed removal of trees on Templeogue Road, adjacent to the junction with Fortfield Road. Residents proposed to relocate the cycle track and footpath to avoid their removal; and
- Some residents offered solutions to potentially reduce the need for land acquisition. It was proposed to extend the shared roadway on a section of Templeogue Road west of Templeogue Village.

Templeogue Village

- Residents and private groups were concerned that cyclists and pedestrians would not be prioritised under the Part VIII redesign of Templeogue Village. There were concerns that the redesign would not include a public consultation period in which the community could submit feedback on the potential designs;
- Local businesses noted concerns that reduced parking and loading bays in Templeogue Village would negatively impact businesses;
- Residents were concerned that traffic management measures might negatively impact businesses in Templeogue Village;
- A submission raised concern about the bus priority signals on Templeogue Road, which some residents asserted would generate queueing into Templeogue Village;

- It was noted the lack of provision of cycle lanes within the Templeogue village, which could potentially impact cyclist safety. It was requested that cycle lanes to be continued within the village;
- Concerns were raised that proposed traffic management measures along with changes to bus routes, could potentially reduce access for residents to amenities and businesses in Templeogue Village, thus potentially significantly impacting businesses in the village;
- It was suggested to restrict on-street car parking on residential areas as some residents noted that it currently represents a dangerous obstacle for cyclists and pedestrians. It was mentioned this issue could potentially be exacerbated by the proposed scheme;
- Concerns were raised about the reduced parking in Templeogue Village, which some submissions asserted would negatively impact businesses. These submissions proposed to provide car and cycle parking to allow traders to access businesses and maintain a vibrant village; and
- A resident raised concern about the potential split of the Templeogue Village community as a result of the proposed road widening.

Section 3: Fortfield Road to Terenure Road West

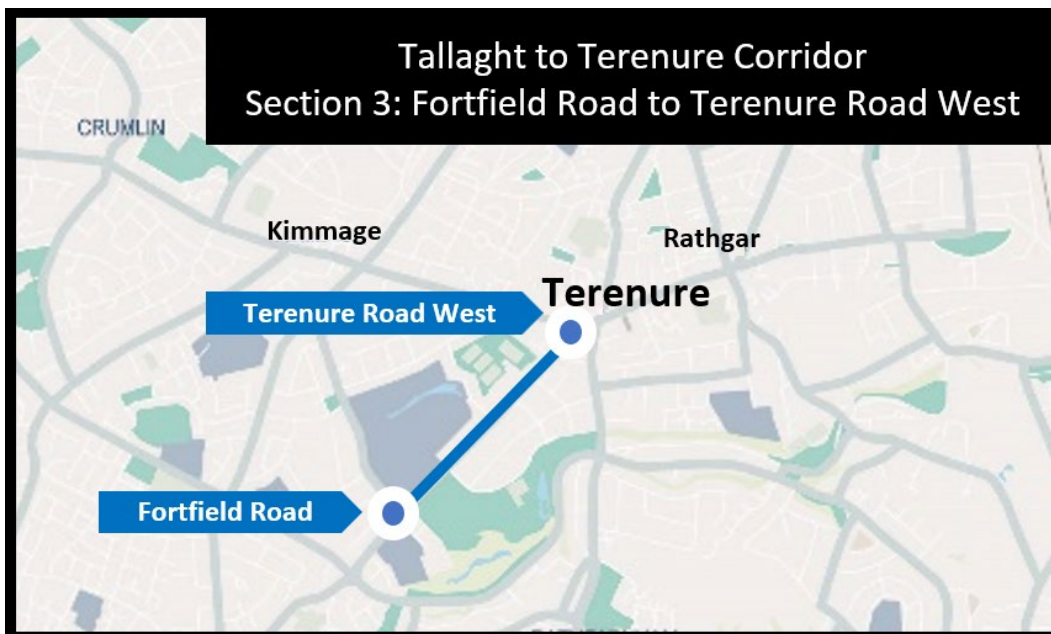


Figure 8: Section 3 - Fortfield Road to Terenure Road West

Templeogue Road

- Residents were concerned about the potential lack of cyclist safety between Rathdown Avenue and Rathdown Crescent. Cyclists must cross the road in order to access the cycle lane, and residents are not convinced that this cycle facility will be used.

Many residents requested that the cycle lane be continued on the road, with an extension of the bus gate and removal of general traffic, or that a shared facility with buses be provided, in order to provide some form of protection for cyclists. Another resident suggested inclusion of the city bound cycle track along the road, with the outbound cycle track provided through Rathdown;

- A public body requested clear provision of signage throughout this section of the road, to clearly indicate directions and priority for all road users;
- A private group was concerned that the path through Bushy Park is too narrow, and should be widened to provide a wider two-way cycle track and segregated footpath;
- Residents were concerned that the removal of bus stop number 1159 on Templeogue Road could reduce access and potentially cause disruptions for students in Terenure College and Our Ladies School as well as residents near Fortfield Road;
- Residents were concerned that motorists being redirected off Templeogue Road might be forced onto alternative routes, with the potential to reduce access for local residents to surrounding areas and the city centre as well as causing congestion in the area;
- A resident suggested implementing calming measures on Fortfield Road, in order to reduce traffic along residential roads. Suggestions included chicanes, cycle tracks on both sides of the road, optical narrowing, alternative surfacing, closing off the road as a cul de sac, and making the section between Fortfield Park and Templeogue Road one-way northbound;
- Some residents were concerned about the potential lack of safety for cyclists and pedestrians at Rathdown Crescent/Rathdown Drive. Concerns were raised about the current safety issues on this road (lack of visibility, illegal on-street parking, illegal turning at the roundabout, etc.). They asserted the shared carriageway on this road would not be safe for cyclists as traffic would potentially increase at this road as a result of the proposed traffic management measures;
- A resident suggested raising the kerb at Rathdown Drive in order to deter illegal on-street parking;
- A submission suggested allowing cyclists to travel westbound along Templeogue Road to enter Rathdown Drive/Rathdown Crescent at the existing gap at the exit of the existing roundabout at Rathdown Drive/Rathdown Crescent;
- It was suggested to provide a pedestrian footpath on the northern side of Rathdown Drive roundabout to improve pedestrian safety;
- A resident was concerned about the provision of the proposed footpath along Rathdown Drive, which would require the removal of existing green areas adjacent to the road;

- Concerns were raised about the potential reduction in access and lack of car parking for Bushy Park visitors. A resident requested to time limit the ban on the right turn into Rathdown Avenue from Templeogue Road to facilitate the access to Bushy Park outside of peak hours and at weekends;
- Submissions raised concern about the proposed cycle lane bounding Bushy Park as some residents noted that most cyclists would likely choose to continue their journey in the bus lane rather than diagonally crossing the junction at Fortfield Road and Templeogue road to cycle through the cycle track next to Bushy Park. Some residents mentioned that this could potentially delay the journey of buses and increase the likelihood of an accident for cyclists;
- Some residents were worried about the location of the bus lane adjacent to the junction that links Olney Crescent/Olney Grove and Templeogue Road. They asserted buses on the bus lane would obstruct visibility for vehicles turning right from Olney Crescent/Olney Grove into Templeogue Road;
- A resident suggested including a pedestrian crossing on Olney Crescent at the intersection with Templeogue Road; and
- A resident suggested banning heavy vehicles from entering some roads in the area, such as Templeogue Road and Fortfield Road.

Terenure Village

- Some residents generally were supportive of the bus gate on approach Terenure Village;
- Residents were concerned for cyclist safety in the village, due to there being no provision of cycle lanes. These submissions requested that cycle lanes be reinstated continuously along the route;
- Residents were concerned for the safety of pedestrians in the village due to the narrow footpaths and traffic management measures potentially increasing the volume and speed of vehicles through the junction;
- A private group was concerned over the lack of connectivity between the various CBCs, especially with regards to Terenure Place. This was seen as a missed opportunity, and requested the CBCs be joined up to provide a coherent cycling network;
- Residents were concerned that the lack of pedestrian crossings through Terenure Village might reduce access to local schools, including St Joseph's BNS;
- Residents were worried about the narrow pedestrian footpaths on some roads in the village, i.e. Terenure Road East. They asserted that this fact, in tandem with the potential increase in traffic due to the implementation of the proposed traffic management measures, could impact pedestrian safety;
- Several concerns were raised regarding the lack of proposed cycle lane provision close to local schools (i.e. St. Joseph's BNS);
- Residents suggested to consider closing off Fergus Road as a cul-de-sac to prevent through traffic, stating the current one-way system is largely ignored;

- Residents expressed concern about the potential traffic impact on residential roads and the resulting potential impact on the safety of the local community. Among others, potentially impacted roads mentioned were: Greenlea Road, Lavarna Road/Grove, Fortfield Road, Parkmore Drive, Ravensdale Drive, Rathdown Park and Fergus Road;
- Residents highlighted the loss of bus routes running along some roads in the area, i.e. Terenure Road West. In particular, concern was raised about the increase in the distance to proposed bus stops for the elderly and students at local schools;
- It was noted the lack of provision of cycle lanes in Terenure Village, which could potentially impact cyclist safety. It was requested that cycle lanes be continued within the village;
- Various residents highlighted the potential lack of safety for cyclists along Terenure Road West due to the narrow section of the road.
- Residents were concerned about the lack of crossings through Terenure Village and Templeogue Road, which could potentially reduce access for students at local schools, i.e. St Joseph's BNS. Some residents requested to include a toucan crossing on Templeogue Road at the proposed location of the exit/entrance of Rathdown Crescent;
- Many residents were disappointed with the proposed acquisition of gardens and removal of street trees and green areas. They asserted that this would impact the existing quality environment of the villages, affected areas and the community;
- Submissions raised concern that proposed traffic management measures along with changes to bus routes, could potentially reduce access for residents to amenities and businesses in Terenure Village, thus significantly impacting local traders;
- Submissions noted concerns that reduced parking in Terenure Village would negatively impact businesses. They proposed to provide car and cycle parking to allow traders to access businesses and maintain a vibrant village;
- A resident raised concern about the potential split of the Terenure Village community as a result of the proposed road widening; and
- Some residents noted their agreement with the retention of the existing 15A route along Terenure Road West.

Entire Scheme

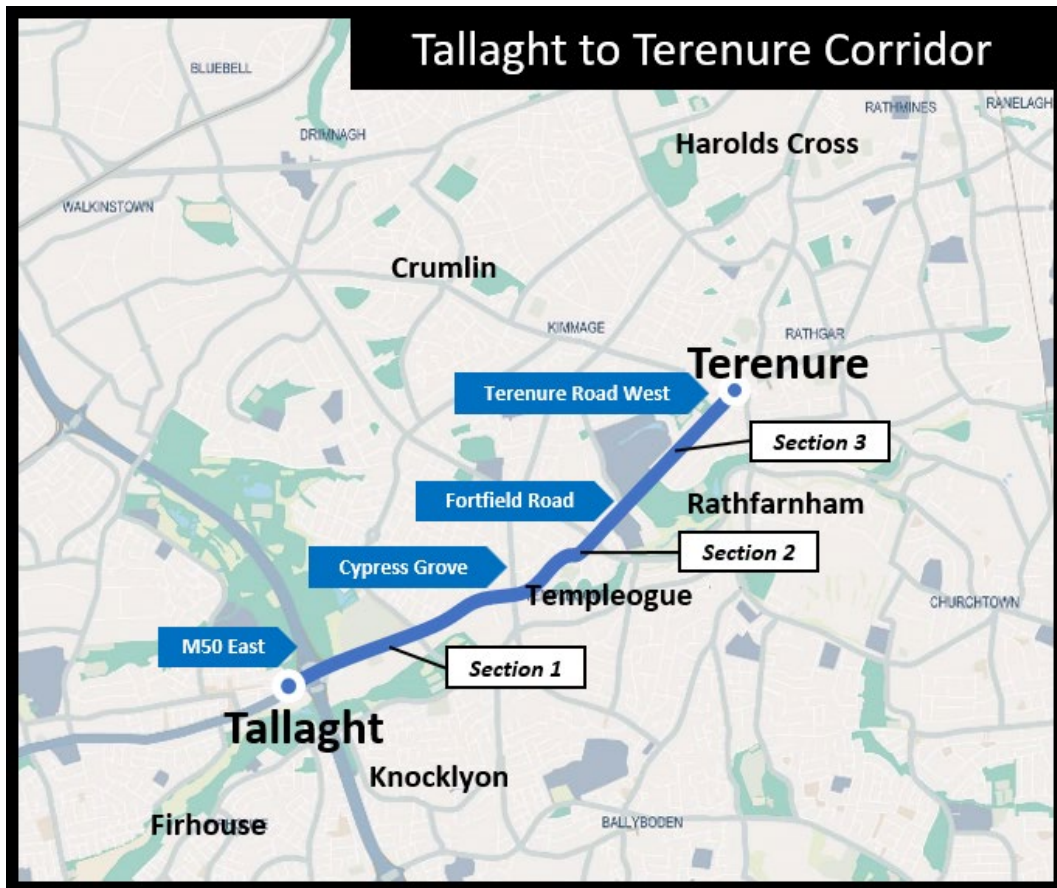


Figure 9: Entire Scheme - Tallaght to Terenure Corridor

The main comments observed include:

- Residents were generally supportive of the fact that public transport would be improved by the scheme, however felt there were improvements to be made along the scheme;
- Residents were generally concerned that traffic management measures could potentially force motorists onto alternative routes, particularly onto residential roads along the scheme;
- Residents were generally concerned that traffic management measures could limit access for local residents to surrounding areas, services, facilities etc;
- Residents were concerned that there continued to be a large number of trees lost due to proposals;
- Residents were generally supportive of the reduction of land acquisition along the route;
- Residents were concerned there was not sufficient protection and provisions for cyclists and pedestrians along the route;
- Residents requested that cycle tracks would be segregated, and continuous along the route in order to protect cyclists;

- Numerous residents requested that transparent traffic surveys be undertaken in order to show the need for the scheme and also to aid in decision making of various traffic management measures;
- Some residents felt that there were not enough studies, such as on the environment, architectural heritage, trees, ecology, protected structures, air quality in the area, prior to proposals;
- Residents were concerned that alternatives had not been considered sufficiently, with regards to both the choice of route for the CBC and method of transport;
- Some residents were concerned that the public consultation was continued regardless of the COVID-19 pandemic. Some residents felt that they did not have enough time to consider and discuss proposals with their community prior to public consultation;
- Some residents were concerned that South West Dublin was being particularly impacted by BusConnects proposals, with regards to land acquisition and traffic management measures;
- Some residents were concerned with the loss of the 15A bus route;
- Some residents felt that there had not been enough time provided between notification of land acquisition and public consultation;
- Some members of the community felt that the proposals were unnecessary. These members of the community were content with the services provided currently and some felt that the improvement in bus service was not worth the perceived negative impacts;
- Residents generally were supportive of the proposed bus gate. However, some residents requested to limit the operation of the bus gates to traffic peak hours only in order to lower traffic congestion and/or allow on-street parking during off peak hours;
- Many residents requested the cycle lanes to be continued along the scheme;
- Submissions suggested to convert all bus stops to bypasses to increase safety for pedestrians and cyclists;
- Submissions raised concern about some of the proposed traffic management measures. They asserted that these measures would force motorists to use alternative routes, which would lead to the generation of queues and congestion in villages and secondary/local roads;
- Some residents were worried that not enough studies had been conducted on the environmental and social impacts of the scheme prior to proposals;
- Some residents were concerned that the public consultation was continued regardless of the COVID-19 pandemic. Some residents felt that they did not have enough time and means to consider and discuss proposals in person with their community prior to public consultation. Concerns were raised that some residents who do not have access to internet may have not been provided with enough information and might not have had the opportunity to fully participate in the public consultation process;

- Residents mentioned that there is currently not enough information available in the public consultation. They mentioned the lack of transparency about the impact of traffic on local roads between corridors, traffic count data, etc;
- Various residents noted that alternative forms of transport, such as Metro or light rail systems, should be further explored. A resident mentioned that the results of the feasibility study of the Dublin Metro South West should be taken into consideration within the decision-making process of the BusConnects programme;
- Some residents noted that transport demand would change in the future due to the continuation of ‘work from home’ and ‘flexible working’ initiatives which were implemented due to the COVID-19 Pandemic;
- A number of residents raised concerns of the lack of a plan for electric buses in the scheme;
- Some residents of areas between CBCs were disappointed about the lack of bus service provision in areas between CBCs. They asserted this would result in long walking distances before accessing the closest bus stops to their residences;
- Submissions welcomed the provision of diagonal cycle crossing at junctions, similar to the proposed diagonal crossing at the intersection between Fortfield Road and Templeogue Road;
- A resident suggested to implement a bus lane counter flow system, so that the circulation direction of bus lane could change from AM to PM;
- A resident noted that the plans are not clear about where Heavy Goods Vehicles (HGV) will be diverted to;
- Some residents noted the need to provide cycle parking close to proposed bus stops; and
- Submissions raised concern about the potential use of areas in the vicinity of the scheme as park and ride facilities for people living outside the area to access public transport and travel to the city centre.