

Appendix B2
Clondalkin to
Drimnagh
– 1st Non-Statutory
Public Consultation
Submission Report

BusConnects Dublin Core Bus Corridor Projects

Corridor 8 – Clondalkin to Drimnagh

Emerging Preferred Route – Public Consultation Report 2018/2019

www.busconnects.ie

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Contents

1	Executive Summary	3
1.1	Objective of the Scheme	3
1.2	Purpose of the Non-Statutory Public Consultation	3
1.3	Public Consultation Process for BusConnects	5
1.4	Information Provided in Public Consultation	7
1.5	Submissions Received:.....	7
1.6	Principal Issues Raised:.....	7
2	Introduction	8
3	Approach to Assessing the Submission	8
4	Analysis of Issues Raised by Section	8
5	Profile of those making submissions	10
6	Themes Raised in the Submissions.....	10
7	Analysis of the Issues Raised	11
APPENDIX A		
SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE		16
APPENDIX B		
SUMMARY OF ISSUES RAISED, BY TOPIC.....		25

1 Executive Summary

1.1 Objective of the Scheme

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

This report focusses on the Core Bus Corridor which runs from Clondalkin to Drimnagh (Route 8), where it joins The Greenhills Route to the City Centre (Route 9).

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

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

On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by up to 19% in the period 2015 to 2018. However, the millions of passenger journeys taking place on each of these corridors are facing increasing congestion with delays being frequently experienced by commuters.

All property owners potentially affected by today's announcement have been notified by post with one-to-one meetings being offered in the coming weeks with those potentially impacted.

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

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

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

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

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

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

"Although we are aware that a project of this scale will bring many challenges, the BusConnects Core Bus Corridor project is needed now more than ever. With the city due to expand by 25% by 2040, continuous bus priority and segregated cycle lanes will be required to meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists."

1.3 Public Consultation Process for BusConnects

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

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

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

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

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

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

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

The Clondalkin To Drimnagh emerging preferred route formed part of the first phase of consultation, which closed on the 30th April 2019. The location of each of the emerging preferred routes can be seen below in **Figure 1** below.



Figure 1: Radial Core Bus Corridors Emerging Preferred Routes

The Clondalkin to Drimnagh emerging preferred route is Core Bus Corridor 8, within the overall Project, as can be seen in **Figure 1**.

1.4 Information Provided in Public Consultation

The Public Consultation document provided information about the work that has been carried out as part of 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:

- CBC Main Report, November 2017.
- CBC Report Volume II Concept Scheme Drawings, November 2017.

1.5 Submissions Received:

There were 13 submissions received for the Clondalkin to Drimnagh Core Bus Corridor. These submissions ranged from personal submissions sent in by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses. In addition to the submissions received, notes taken by the NTA during meetings with impacted landowners are included in summary of issues raised in this report.

1.6 Principal Issues Raised:

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

The issues raised included:

- Cyclist Safety;
- Left Turn Slip Lanes and associated unsegregated cycle lanes;
- Accessibility and Disability Requirements;
- Pedestrian Safety, particularly the lack of safe crossings along this corridor;
- Bus Route Issues;
- Predominance of Heavy Goods Vehicles (HGV's) in this heavily commercial area; and
- Environmental Impacts.

2 Introduction

Consultation on the Clondalkin to Drimnagh Core Bus Corridor Emerging Preferred Route between the 23 January 2019 to 30 April 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 21 January 2019 and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- Our Lady's Hall, Mourne Road D12 19 February 2019.
- Clayton Hotel Liffey Valley, 28 February 2019.
- Dublin City Council Civic Office, 12 March 2019.

A Community Forum Event was held at the following location:

- Our Lady's Hall, Drimnagh on Tuesday 12 February 2019.

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

The public were invited to make written submissions relating to the content of the Clondalkin to Drimnagh Core Bus Corridor Emerging Preferred Route. Submissions could be made by post; by email; or by hand-delivery directly in the reception of the Authority's offices.

3 Approach to Assessing the Submission

The review of the submissions commenced in June 2019 once the consultation period for all three phases had closed. The NTA received **13** no. submissions for the Clondalkin to Drimnagh emerging preferred route, from the 23 January 2019 to 30 April 2019. All submissions were digital (email) and all were entered into a database.

4 Analysis of Issues Raised by Section

The corridor was divided into the sub-sections, and the issues raised in each submission was entered and categorised in the database by geographical section, by issues type and comment type.

The four sections included;

- Section 1: R134 Nangor Road, Woodford Walk to Naas Road;
- Section 2: Naas Road/Nangor Road/ Long Mile Road Junction;
- Section 3: Naas Road (R810), Long Mile Road to Walkinstown Avenue; and
- Section 4: Long Mile Road (R110), Walkinstown Avenue to Walkinstown Road.

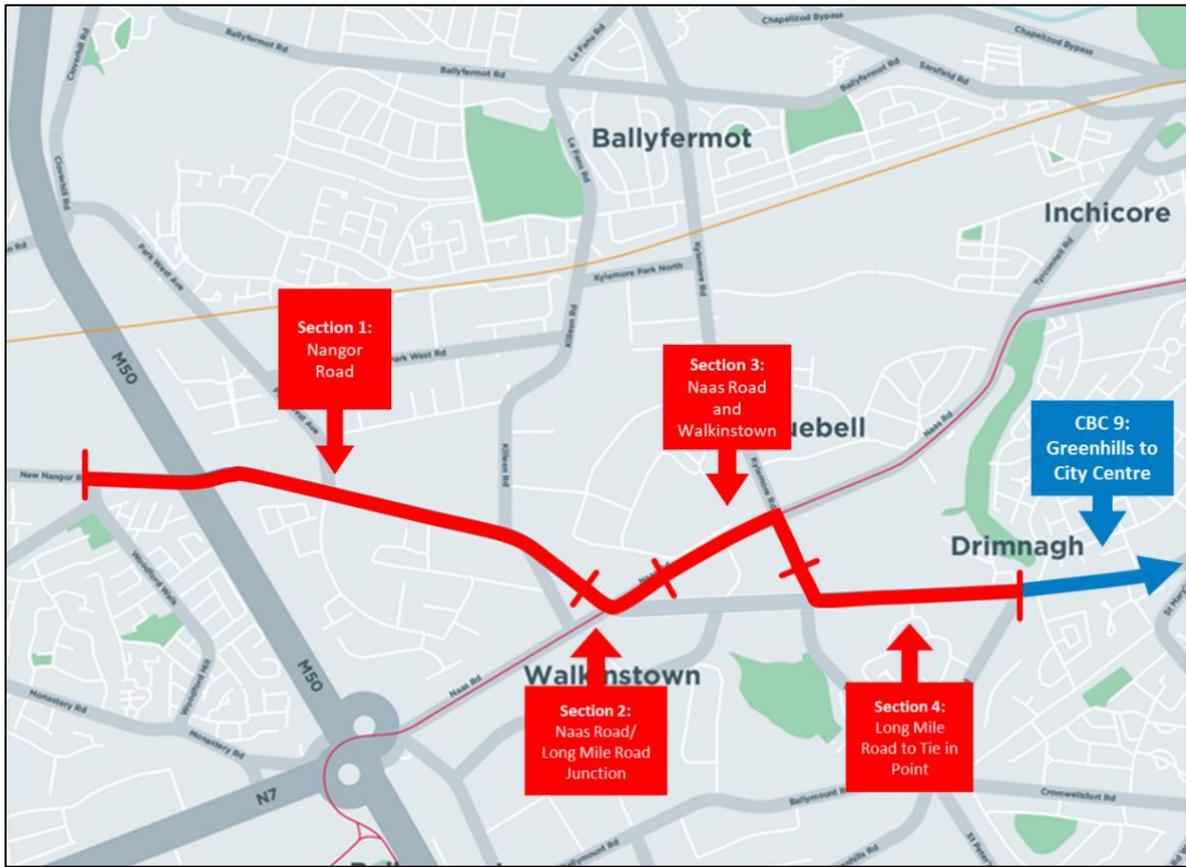


Figure 2: Clondalkin to Drimnagh Corridor Map

The issues raised in each submission was entered and categorised in the database by geographical section, by issue type and comment type. In addition to the four sections, submissions were also categorised as ‘The Entire Scheme’ where the submission referred to multiple areas, or the scheme as a whole.

Table 1 and Figure 3 below show the distribution of the submissions with comments across the various sections of the scheme:

Table 1: Distribution of Comments by Section

Section of Corridor	Number of Comments Within the 13 Submissions	Percentage
Section 1: Nangor Road	28	47.5%
Section 2: Naas Road/ Long Mile Road Junction	5	8.5%
Section 3: Naas Road and Walkinstown Avenue	10	17%
Section 4: Long Mile Road to Tie in Point with Greenhills to City Centre Route (CBC 9)	9	15.2%
General : Whole Route	7	11.8%
Total	59	100%

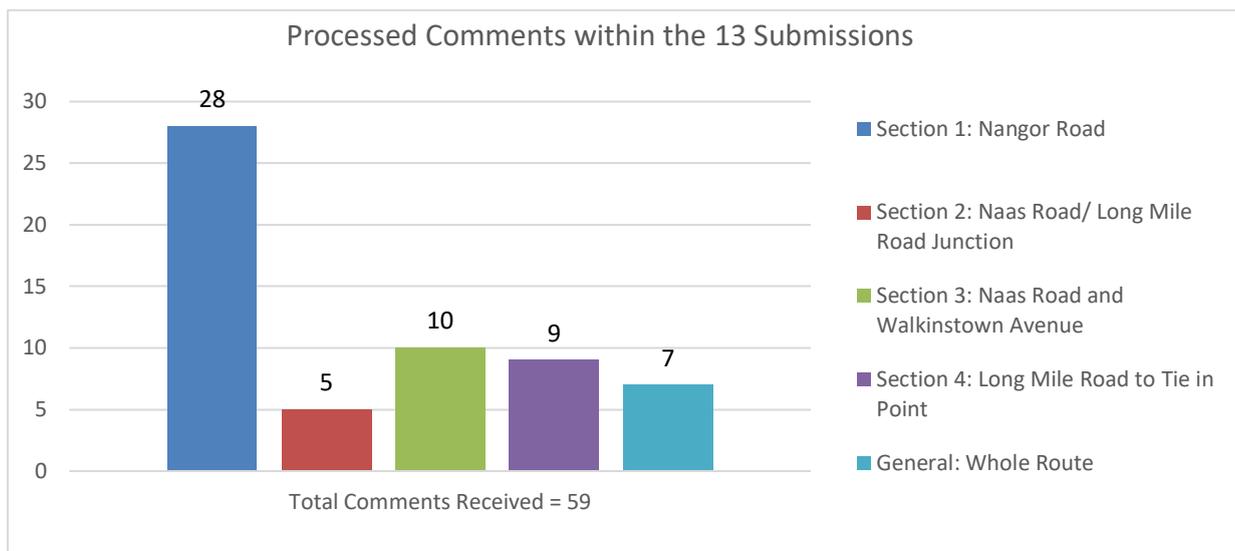


Figure 3: Distribution of Comments by Section on Line 8

5 Profile of those making submissions

Of the submissions received;

- 38.5% were from **residents of the study area** and typically referred to local matters;
- 61.5% from **others**.

6 Themes Raised in the Submissions

All 13 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.

Table 2: Themes and frequency associated with public consultation comments.

Theme	Frequency
Accessibility/ Traffic Impact	9 comments
Pedestrian and Driver Safety	13 comments
Cyclist Safety	18 comments
Suggestions and New Ideas	8 comments
Environmental Sustainability	6 comments
Integration	2 comment
Social Impact	1 comment
Land Use	2 comments

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

7 Analysis of the Issues Raised

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

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

- 1) Cyclist Safety;
- 2) Left Turn Slip Lanes;
- 3) Accessibility and Disability Requirements;
- 4) Pedestrian Safety;
- 5) Bus Route Issues;
- 6) Predominance of Heavy Goods Vehicles (HGV's)
- 7) Environmental Impacts; and
- 8) New Ideas and Suggestions.

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

7.1 Issue 1: Cyclist Safety

Many submissions raised issues regarding the safety of cyclists. There is no segregation shown between cyclists and the vehicle carriageway at several points along this route, such as: Woodford Walk Junction, Willow Road/ Nangor Road Junction and Walkinstown Avenue/ Long Mile Road Junction. The installation of a buffer zone 0.5-1m in width between a two-way cycle track and the carriageway on both sides Naas Road and Walkinstown Avenue was strongly suggested. NTA maps do not show how cycle lanes return to the carriageway safely after a shared surface. Cycle lanes should not end suddenly, and “the squeeze” should never occur – where the road is narrower after the junction. Bus stop bypasses should be considered at all stops instead of inline bus stop (although disability groups disagree with this and stated so in their submission, see Issue 3 below).

NTA Response to Issue 1:

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

On all schemes the NTA is reviewing the design of cycle facilities at junctions in order to remove left turn lane conflicts, remove shared pedestrian/cycle space where possible and to provide more segregation through junctions.

7.2 Issue 2: Left Turn Slip Lanes

There are 9 instances in the NTA Maps where vehicle left turn slip lanes have been shown. Left turning slip lanes or streaming lanes are stated as being non-compliant with the NTA's National Cycle Manual (NCM), section 4.4.4, which states streaming lanes can only be used in low traffic speed environments and are not suitable for HGV routes (the high HGV flows in this area were noted). A shallow crossing angles require cyclists to look behind them which puts them at risk, drivers tend to gradually merge into the streaming lane rather than moving into the left lane quickly which can be difficult for cyclists to determine, and they put cyclists who desire to carry on straight at risk of being crushed between two vehicles.

NTA Response to Issue 2:

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

On all schemes the NTA is reviewing the design of cycle facilities at junctions in order to remove left turn lane conflicts, remove shared pedestrian/cycle space where possible and to provide more segregation through junctions.

7.3 Issue 3: Accessibility and Disability Requirements

Various aspects of this proposal are noted to be inadequate in relation to aiding accessibility particularly in cases where disability access is required. An issue that was flagged more than once was the difficulty that may be caused when transferring between buses, especially for the elderly, infirm or disabled. The many uncontrolled junctions in the proposal will also pose a difficulty for those with vision impairments. The proposed footpath height of 50 mm is not acceptable and is a trip hazard and will be near impossible to negotiate for guide dogs or long cane users. There are also concerns about island bus stops and shared spaces in relation to how they may cause uses for users with disabilities.

NTA Response to Issue 3:

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

7.4 Issue 4: Pedestrian Safety

There is a variety of concerns in regards to pedestrian safety along this route; many of these are in relation to the shared spaces for pedestrians and cyclists. It was also suggested that the proposed Toucan crossings throughout the route could also pose a risk to pedestrians. As mentioned in the point above the bus islands could also pose a danger to pedestrians as they have to cross the cycle track to reach the bus stop. In addition to these points there is a shared space crossing on the Nangor Road beside two bus stops which has been flagged as being potentially dangerous. The hierarchy of design puts pedestrian above cyclists and public transport, however this design turns that around completely. It is claimed that the designed will stop vulnerable pedestrians from using the public transport service and isolate them even more than they already are.

NTA Response to Issue 4:

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

7.5 Issue 5: Bus Route Issues

Changes proposed as part of BusConnects will disrupt the extensive reach of the Dublin Bus Network. These “spines” would create isolated islands of residential estates and would prioritise access to the City Centre rather than municipal facilities. There were submissions which detailed concerns regarding the loss of a direct route to the City Centre, and having to change bus.

NTA Response to Issue 5:

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

7.6 Issue 6: Predominance of Heavy Goods Vehicles (HGV's)

This area of Dublin currently is incredibly hard to cycle around due to the wide roads, heavy traffic, high speeds and large number of heavy goods vehicles (HGV's). Cyclist safety at entrances to industrial and retail parks should be redesigned to mitigate the danger of HGV's crossing cycle paths, with the provision of fully segregated lanes, raised priority at junctions and buffer space turns to avoid HGV blind spots. There is scope for a pedestrian and cycle bridge across the Naas Road to facilitate safe segregated crossing and avoid the multiplicity of crossings.

NTA Response to Issue 6:

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

On all schemes the NTA is reviewing the design of cycle facilities at junctions in order to remove left turn lane conflicts, remove shared pedestrian/cycle space where possible and to provide more segregation through junctions. In addition the NTA is investigating the feasibility of providing a grade-separated pedestrian and cycle bridge at the Naas Road/Long Mile Road junction.

7.7 Issue 7: Environmental Impacts

The proposed removal of trees, green spaces and gardens were raised in a number of submissions. The public are concerned about the impact on the character of the local environment. The provision of new trees in alternative locations does not protect or enhance the environment. Additionally, it was proposed that a sustainable urban drainage system should be employed where possible and appropriate to reduce the impact of water runoff.

NTA Response to Issue 7:

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

The impact on trees will be more accurately quantified during the detailed design stage, with further appropriate options to minimise the impact on trees developed and assessed where feasible.

7.8 Issue 8: New Ideas and Suggestions

There have been various new ideas and suggestions put forward with the majority seeking to improve cyclist safety along this route. These included adding a congestion charge as seen in other Cities to mitigate the number of cars, introducing Dutch-Style Junctions at major junctions such as Nangor Road/Oak Road/ Park West Avenue or at Naas Road/ Long Mile Road. Other suggestions put forward were the addition of bike parking at Kylemore Luas Stop on NTA Map 9 to facilitate multi-modal transport use.

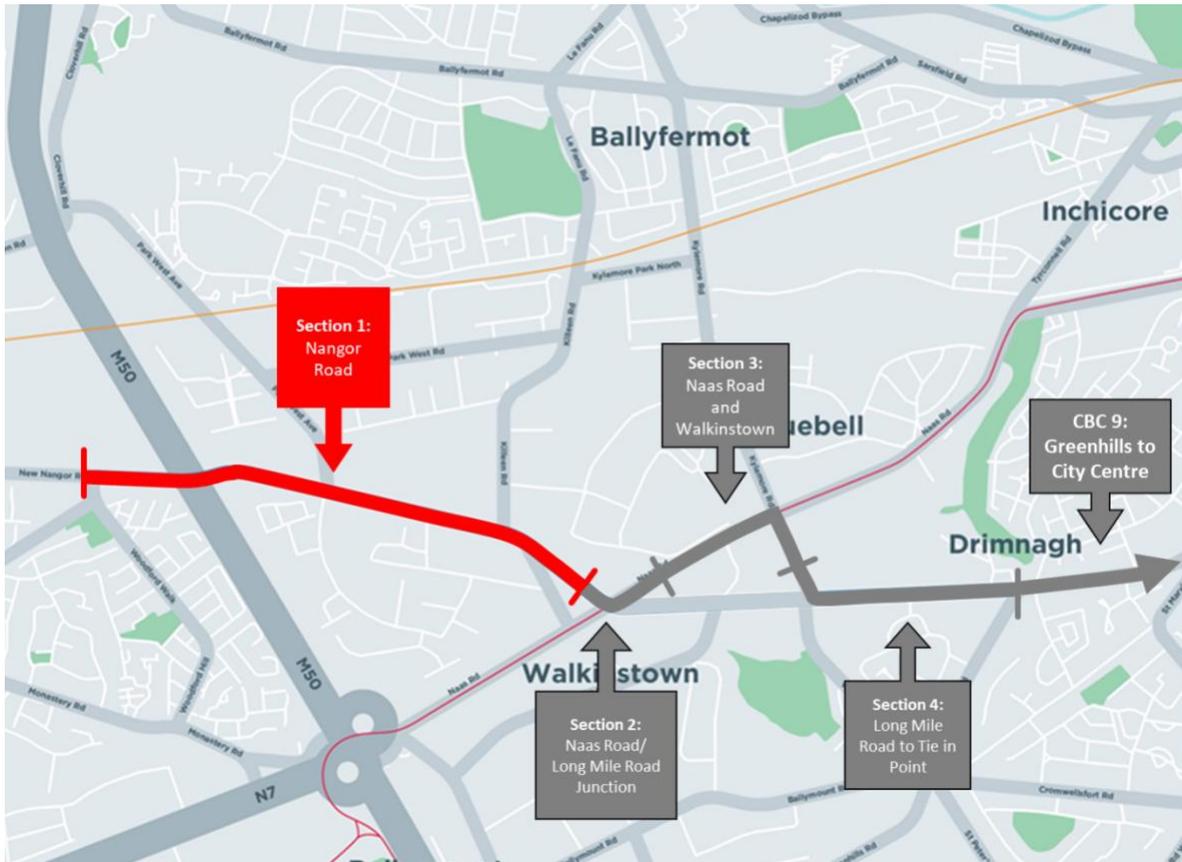
NTA Response to Issue 8:

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

For example, the provision of a Pedestrian/Cycle Bridge over the Naas Road/ Long Mile Road junctions is being investigated in order to reduce the conflicts between vulnerable road users and the heavy traffic along these roads. The provision of higher quality bus stop facilities at the Kylemore Luas Stop is also now proposed which will include more space for bicycle parking.

APPENDIX A
SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

Section 1: Nangor Road



Main comments noted were the following:

GENERAL:

- The inclusion of shared spaces along Nangor Road is not welcomed by the public. Shared surfaces provide a low level of service for all users.
- Segregation for cyclists and pedestrians is crucial along Nangor Road in order to increase the attractiveness of active travel modes and the use of public transport.

MAP 1/2:

- No segregation for motorists and cyclists at Woodford Walk Junction. Counter intuitive to segregate all along the route and then mix at junctions where they are most vulnerable.
- Bus stop bypasses have proven dangerous for pedestrians, particularly vulnerable pedestrians with disabilities. Reports from transport authorities in Copenhagen have proven this.
- Remove left turn slip lane.

MAP 3:

- Provide bus stop bypasses (island bus stops) at all stops (Requested by Cycle Groups).
- In line bus stops are unacceptable and have proved to increased accidents by 1900% in Copenhagen.
- Proposal to change existing roundabout on Nangor Road / Riverview Business Centre entrance will be abused as cyclists stay on the path and use crossings with pedestrians.
- Shared space on the corner of Nangor Road/ Park West Avenue not appropriate and unsafe for pedestrians.
- Fully segregate cyclists at Business Centre entrances and provide buffer space turns to avoid HGV blind spots. Consider raised cycle tracks at junctions to allow priority for cyclists.
- All arms of the Oak Road/ Nangor Road/ Park West Avenue junction are secondary GDA CNP routes. It should be safe for cyclists to travel in all directions, so a fully segregated junction should be provided for here.
- Remove slip lanes.

MAP 4:

- Is there a buffer separation between pedestrians and cyclists?
- Given that there is sufficient space provided at the Diageo Entrance on Nangor Road, a buffer space priority junction for cyclists should be considered.
- Irish Soft Drinks Ltd. Property backs onto Nangor Road at Map 4. Owner is not sure if the council ever purchased the land that currently Nangor Road runs on. There are existing drains that run under the property.

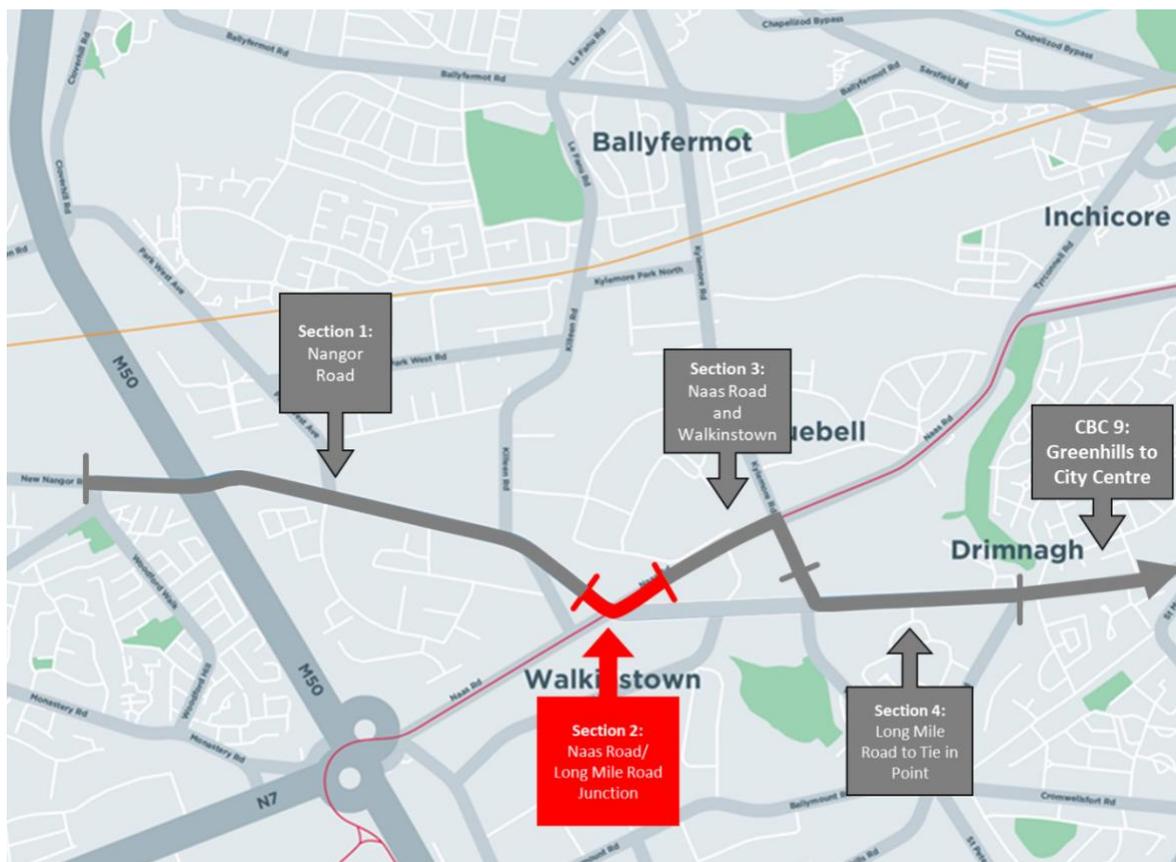
MAP 5:

- The junction at Willow Road/Nangor Road doesn't provide proper segregation of motor traffic and bicycle traffic.
- Provide bus stop bypasses (island bus stops) at all stops.
- Four drive through bus stops all unacceptable from a safety position for all pedestrians and cyclists.

MAP 6:

- Shared surfaces at pedestrian crossing at Killeen Road/ Nangor Road junction not welcomed.
- Sufficient space at outbound bus stop to provide a bypass for cyclists.
- Shared space at crossing will create a 'kill zone' for pedestrians.
- Remove slip lanes.
- Segregating cyclists from left-turning traffic needs to be strongly considered here.

Section 2: Naas Road/ Long Mile Road Junction

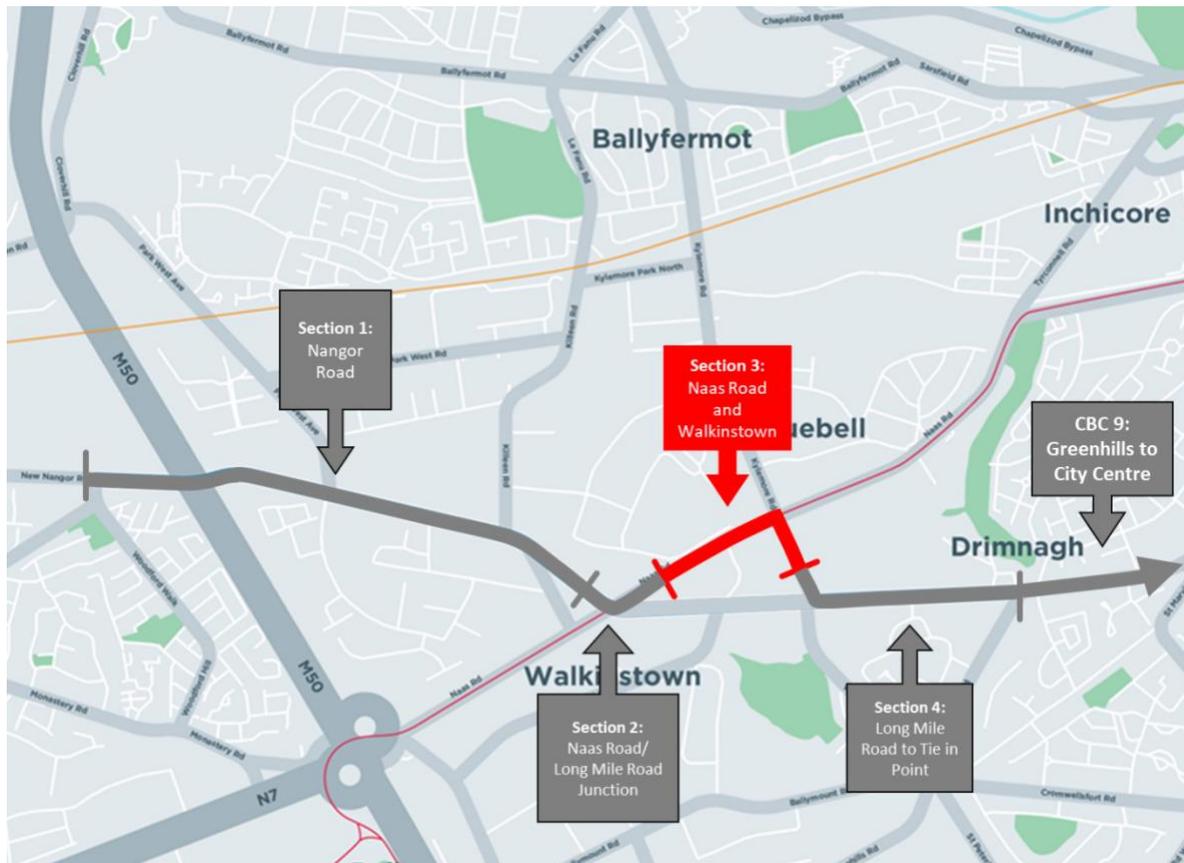


Main comments noted were the following:

GENERAL:

- Consider a Dutch-Style Junction with segregation provided for all road users.
- Toucan crossings are not safe for pedestrians, cyclists cross at speed, and refuse to dismount.
- Dublin Cycling Campaign refers to this junction as “a beast of a junction for cyclists”. A two-way cycle track will significantly reduce the number of crossings required for a cyclist.
- Install a buffer zone of 0.5 – 1m between two-way cycle track and carriageway on both sides of the road.
- Maps show that it takes 6 Toucan Crossings to cycle southbound into the junction and wish to cycle westwards.

Section 3: Naas Road and Walkinstown Avenue



Main comments noted were the following:

GENERAL:

- Shared surfaces at pedestrian crossing at each junction are not welcomed.
- Inline bus stops are not adequate design for cyclists.
- Install a buffer zone of 0.5 – 1m between two-way cycle track and carriageway on both sides of the road.
- Consider reducing the road lane widths to 3m to allow for a 0.5m buffer space between cycle lane and road on both Long Mile Road and Walkinstown Avenue.

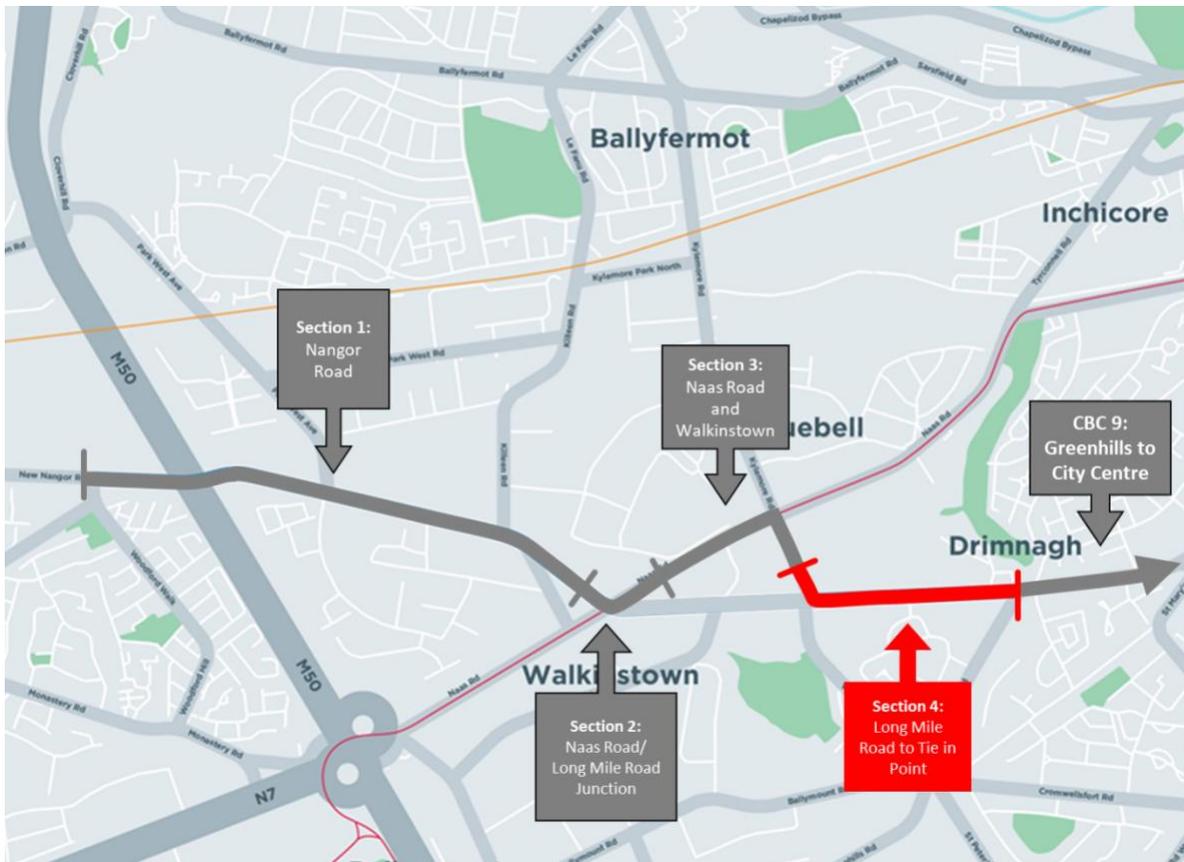
MAP 8:

- Shared surfaces at pedestrian crossing onto John F. Kennedy Drive not welcomed.
- Island bus stops are both too small and badly designed with poor tactile information. There is no method implemented to slow cyclists before the bus stop.
- Provide a raised table to avoid HGV blind zones at Harris Warehouse entrance.
- Install a buffer zone of 0.5 – 1m between two-way cycle track and carriageway on both sides of the road.

MAP 9:

- Shared surfaces at pedestrian crossing at Naas Road/ Walkinstown Avenue Junction not welcomed.
- Provide for bus stop bypasses at all bus stops, where there is ample space available.
- Kylemore Luas Stop: Add bike parking to facilitate multi-modal transport use.
- Proposed changes to the Walkinstown Avenue Junction include the provision of a right turn from the existing bus lane on Naas Road onto Walkinstown Avenue. The complexity of the signalisation and the interface with Luas operations through the junction has the potential to negatively impact Luas safety and efficiency.

Section 4: Long Mile Road to Tie in Point with Greenhills to City Centre Route



Main comments noted were the following:

GENERAL:

- Consider reducing the lane width to 3.5m to allow for a 0.5m buffer space between cycle lane and road on both Long Mile Road and Walkinstown Avenue.

MAP 10:

- Shared surfaces at pedestrian crossing at Long Mile Road/ Walkinstown Avenue Junction not welcomed.
- Provide for bus stop bypasses at all bus stops, where there is ample space available.

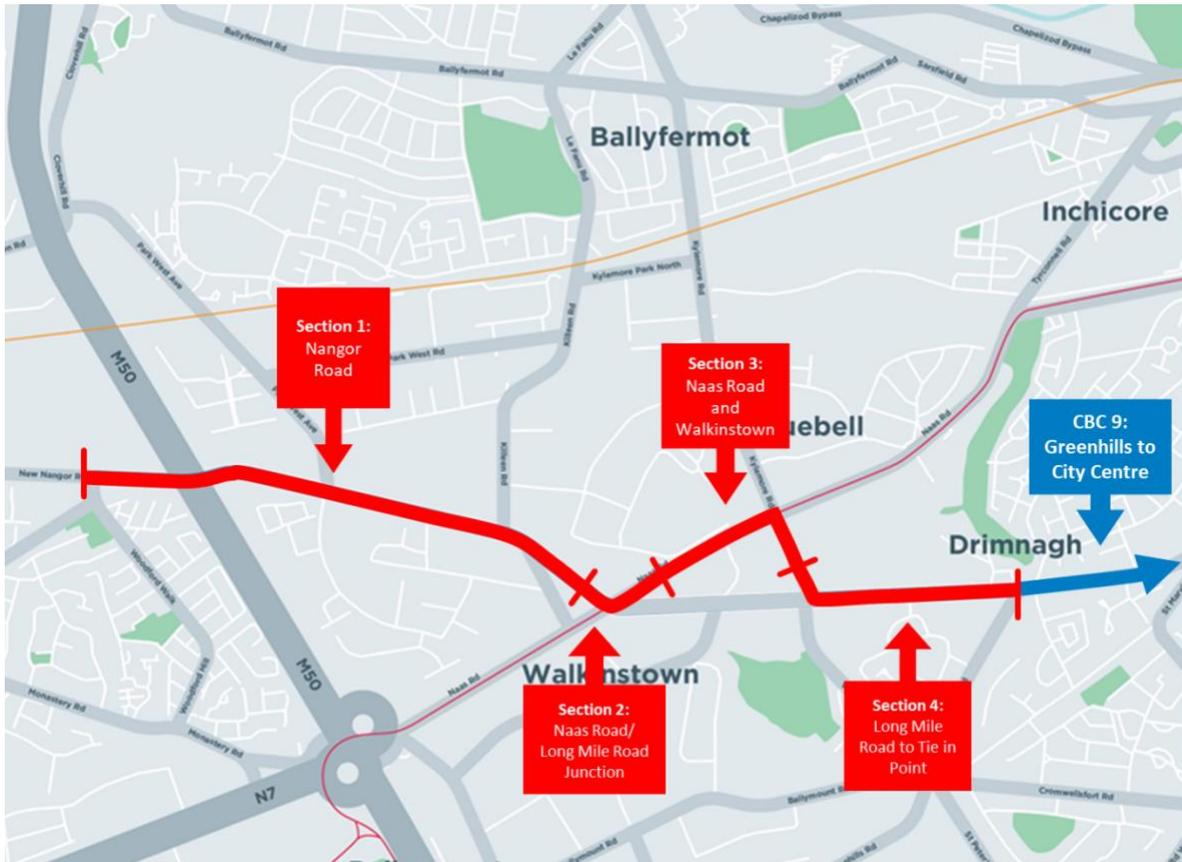
MAP 11:

- Walkinstown Parade/ Long Mile Road Junction doesn't provide proper segregation of motor traffic and bicycle traffic.
- Provide bus stop bypasses for cyclists where there is sufficient space (Long Mile Road).
- Remove Toucan crossing here, will only cause hazards for pedestrians crossing as they mix with fast approaching traffic.

MAP 12:

- All junctions on this map do not provide proper segregation of motor traffic and bicycle traffic.
- Bus stop bypasses should be provided where there is sufficient space.
- Inbound bus stop lengthened which may cause problems for buses turning onto Long Mile Road to get parallel to the stop for ramp access.
- Major issue with parking on footpaths outside houses 133 – 147.
- Inbound bus stop has been lengthened which may cause problems for buses turning onto Long Mile Road to get parallel to the stop for ramp access.

Multiple Sections throughout the Scheme



GENERAL:

- Disagreeing with the proposal to require passengers to change of bus from one route to another in order to get from Clondalkin (current routes 13 and 151) to the City Centre.
- Plans do not show how cycle lanes return to the carriageway safely.
- This area of Dublin currently is incredibly hard to cycle around due to the large roads, heavy traffic, high speeds, and large number of heavy goods vehicles (HGV's). The design of the junctions and the entrances to some of the large industrial or retail parks will be important.
- Removal of turning slip lanes, not compliant with section 4.4.4 of National Cycle Manual.
- Better design of junctions and entrances to limit the danger of Heavy Good Vehicles (HGV's) crossing cycle paths.
- Uncontrolled junctions for persons With disabilities are useless particularly for the vision impaired or blind pedestrian.
- Is there a buffer separation between pedestrians and cyclists? It is clearly stated what height path is required to achieve a safe separation, but has been ignored by NTA, DCC, Fingal and South Dublin CC. The proposed height of 50mm is not acceptable as it is a trip hazard and is impossible to be used by guide dogs or long cane users as an indicator.

- The hierarchy of design puts pedestrian above cyclists and public transport, however this design turns that around completely. As designed, it will stop vulnerable pedestrians from using the public transport service and isolate them even more than they already are.
- Roads need to be widened.
- Traffic lanes must be converted to bus lanes.
- On-street parking and loading bays will be removed or reduced.
- Cycle routes need to take the journeys cyclists actually wish to take into consideration (desire lines).
- Introduce a congestion charge.
- It is ironic that while on the one hand we claim to be in favor of making the city more Age Friendly, many of the changes in bus provision will negatively impact on the options elderly people and people of reduced mobility have.
- Consider the use of protected Junctions.
- The design should ensure that space for pedestrians is provided and preferably, enhanced at all stages of the route.
- Integration with proposed connecting Greater Dublin Area Cycle Network Plan Routes.
- Cycle lanes should not end suddenly, and “the squeeze” should never occur (where the road is narrower after the junction).

APPENDIX B
SUMMARY OF ISSUES RAISED, BY TOPIC

Accessibility/ Traffic Impact

- Changing buses (to get from Clondalkin to City Centre) will be difficult and unpleasant particularly for people with People with children, the infirm, the handicapped or older passengers allied to the Irish weather.
- Uncontrolled junctions for persons With disabilities are useless, particularly for the vision impaired or blind pedestrians.
- Many changes in the bus provision and rerouting will negatively impact on the options elderly people and people of reduced mobility have. Example of such are increased walks to the bus and the bus transfers.
- Proposed changes in BusConnects will disrupt the Dublin Bus Network. These “spines” would create isolated islands of residential estates and would prioritise access over municipal facilities e.g. Local schools would become much more inaccessible.
- Wait times are an issue, most people would spend time on a bus rather than waiting at a bus stop if delayed. People put some value on comfort, even at the expense of time. Any journey involving a connection will inevitably have longer waiting time.
- Bus stop locations and interchange locations are a concern; passengers need to feel safe and comfortable with adequate facilities if there is the potential of long wait times.
- Proposed BusConnects spines/routes will make it worse and create additional “rat runs”, through current residential areas.
- Cycle routes should be on routes that cyclists want to take.

Pedestrian and Driver Safety

- Greenways are not safe for pedestrian as they are shared space this is the case with all the shared spaces along the route. It is a failed concept, and this will endanger all pedestrians and cyclists.
- Toucan crossings, proposed in various locations, are dangerous for pedestrians.
- Bus islands pose a danger to pedestrians.
- Two island Bus Stops similar to the type in Clontarf and Tallaght, both too small and badly designed with poor tactile information and no method to slow cyclists before the bus stop.(Map 8)
- Junction of Nangor Road/Naas Road/ Long Mile Road is already dangerous to cross, now it is proposed to mix Two island Bus Stops similar to the type in Clontarf and Tallaght, both too small and badly designed with poor tactile information and no method to slow cyclists before the bus stop.(Map 7)
- A crossing on the Nangor Road beside two bus stops, one an island bus stop, and one a drive through bus stop both dangerous. Also shared space at the crossing, which creates a “kill zone” for pedestrians.
- Proposed footpath height of 50mm is not acceptable as it is a trip hazard and is impossible to be used by guide dogs or long cane users as an indicator. Unknown separation between the cycle path and footpath is the issues here as it is all on of the routes. It is clearly stated what height path is required to achieve a safe separation, but this has been ignored.

- Concern that there is little thought to pedestrians in design, particularly in comparison to cyclists and public transportation.
- Apparent reduction in pedestrian amenities is contravention to DMURS design guidance.
- Possibly dangerous left turns on Map 3,4,5,6 & 10
- Staggered pedestrian crossing may hinder efficient pedestrian movement.
- Removal of foliage under M50 bridge for pedestrian safety.

Cyclist Related Safety

- Lack of proper segregation between motor traffic and cycle traffic at the junction at Woodford Walk & Nangor Road (Map 1).
- Cycle track elevation should be maintained at the pedestrian junction and bypass the pedestrian junction similar to the footpath. (Map 2)
- Cycle track does not bypass bus stops at various locations which could be a danger to cyclists and bus passengers.
- Nowhere in this plan does it show how the pedestrian and the cyclist are safely segregated. Lack of segregations at junctions is of concern.
- Nowhere does it show how the cycle lanes return to the carriageway safely.
- Roundabout switching to a controlled crossing (Map 3) is also going to be abused as cyclists stay on the path and use the unknown type of controlled crossings with pedestrians.
- Lack of segregation at most junctions along the route. (Map 3,4,5,6,8,9, 10,11 &12)
- Concern in regards to cyclists and the large roads and the large numbers of heavy goods vehicles, both on the road and at premises accesses.
- Cycle lanes should not end suddenly, and “the squeeze” (where the road is narrower after the junction) should never occur.
- On Map 5 is there a better way when it takes 5 toucan crossings to cycle southbound into the junction and wishes to cycle westwards.
- NCM recommends a buffer space between the cycle track and the roadway when the AADT and 85th percentile speeds are both high.
- Left turn slip lanes pose a danger to cyclists.

Environmental Sustainability

- The proposed removal of trees and removal of gardens under CPO may impact the local character. Provision of new trees in alternative locations does not protect or enhance the environment.
- Improved journey times at all stages of the route must be compromised in some locations on some route in order to maintain the quality of the local environment.
- Concern over substantial loss of the “green environment” through the removal of trees and the compulsory purchase of gardens.
- Sustainable urban drainage systems should be employed where possible and appropriate.
- Provision of facilities to charge electric vehicles and safe bike storage in any current or proposed park and ride facilities would be welcome.

Intergration

- Proposed changes to the Walkinstown Avenue junction includes the provision of right turn from the existing bus lane on Naas Road to Walkinstown Avenue. The complexity of signalisation and the interface with the LUAS operations through the junction has the potential to negatively impact LUAS safety and efficiency.
- Integration with proposed connecting Greater Dublin Cycle Network Plan Routes.

Social Impact

- Local areas may become isolated due to reroute of buses.

Land Use

- Owner of property that backs on to Nangor Road is unsure if the Council ever purchased the land shown in his deed that the Nangor Road backs on too. Drain currently runs under property.
- Potential impact on another property owner. Discrepancies are shown on mapping and therefore it is unclear if there is an impact until after surveys take place.

New ideas/ Suggestions

- Junctions along the Bus Corridor routes must adopt the Dutch style junction segregation.
- There's scope for a pedestrian and cycle bridge across the Naas road to facilitate safe segregated pedestrian/cyclist crossing either side of the Naas road.
- Removals of slip lanes. Slip lanes encourage motorists to take corners at speed, which increases risk for pedestrians and cyclists.
- Improve junction and access design to limit the danger of heavy good vehicles (HGVs) crossings cycle paths.
- Every community that currently has a service to city of at least hourly should retain a service of at least hourly.
- Cities internationally that top the eco-friendly and green/clean charts, are cities that have placed cycling, light rail /underground rail, electric and extended buses, and congestion charges on car access to city centres. Focus should be put on these.
- At Kylemore Luas stop there is a good opportunity to encourage multi-modal transport between bike, Luas and bus. The proposed pedestrian and bike crossing locations seem far away from each other discouraging connection. Adding bike parking to this area will enable people to cycle from locations like Nangor Road and Park West to the Luas.
- On the Long Mile Road there is a cycle track directly adjacent to the road and a 4m wide footpath. Consider reducing the carriageway to 3.5m so that 0.5m buffer space can be provided.



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