



## **Appendix C**

Public Consultation  
Submission Reports  
2nd and 3rd  
Non-Statutory  
Public Consultation

## Contents

<b>1.</b>	<b>Executive Summary</b> .....	<b>3</b>
1.1	Objectives of the Scheme .....	3
1.2	Purpose of the Non-Statutory Public Consultation .....	3
1.3	First Non-Statutory Public Consultation .....	5
1.4	Second Non-Statutory Public Consultation .....	6
1.5	Third Non-Statutory Public Consultation .....	6
1.6	Summary of the Public Consultations .....	7
<b>2.</b>	<b>Second Non-Statutory Public Consultation</b> .....	<b>8</b>
2.1	Overview .....	8
2.2	Information Provided in Second Non-Statutory Public Consultation .....	8
2.3	Approach to Assessing the Submissions .....	9
2.4	Analysis of Issues Raised by Section.....	9
2.5	Profile of those making submissions: .....	11
2.6	Themes Raised in the Submissions .....	11
2.7	Summary of Main Issues Raised in Second Non-Statutory Public Consultation .....	13
<b>3.</b>	<b>Third Non-Statutory Public Consultation</b> .....	<b>16</b>
3.1	Overview .....	16
3.2	Information Provided in Third Non-Statutory Public Consultation .....	16
3.3	Approach to Assessing the Submissions .....	17
3.4	Analysis of Issues Raised by Section.....	17
3.5	Profile of those making submissions .....	18
3.6	Themes Raised in the Submissions .....	18
3.7	Summary of Main Issues Raised in the Third Public Consultation.....	19
<b>4.</b>	<b>Summary of Second and Third Non-Statutory Public Consultations</b> .....	<b>21</b>
	<b>APPENDIX A - Summary of issues raised per section of route</b> .....	<b>22</b>

# 1. Executive Summary

## 1.1 Objectives of the Scheme

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

The objectives are to:

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

## 1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the 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 sixteen Core Bus Corridor form part of the BusConnects Infrastructure works, with the relevant corridor highlighted:

1. Clongriffin to City Centre Core Bus Corridor;
2. Swords to City Centre Core Bus Corridor;
3. Ballymun to City Centre Core Bus Corridor;
4. Finglas to Phibsborough Core Bus Corridor;
5. Blanchardstown to City Centre Core Bus Corridor;
6. Lucan to City Centre Core Bus Corridor;
7. Liffey Valley to City Centre Core Bus Corridor;
8. Clondalkin to Drimnagh Core Bus Corridor;
9. Greenhills to City Centre Core Bus Corridor;
10. Tallaght to Terenure Core Bus Corridor;
11. Kimmage to City Centre Core Bus Corridor;
12. Rathfarnham to City Centre Core Bus Corridor;
13. Bray to City Centre Core Bus Corridor;
14. UCD Ballsbridge to City Centre Core Bus Corridor;
15. Blackrock to Merrion Core Bus Corridor; and
- 16. Ringsend to City Centre Core Bus Corridor.**

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



Figure 1: Radial Core Bus Corridors

### 1.3 First Non-Statutory Public Consultation

The first round of consultations on the Emerging Preferred Route (EPR) ran from January to April 2019, and the output from these consultations has gone into the ongoing scheme development. In addition, a number of community fora and localised engagement events have been held covering the whole route, and specific areas respectively.

19 submissions were received as part of the first consultation.

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

- 1) Cycling Facilities;
- 2) Safety concerns;
- 3) Bus Services and Stops;
- 4) Community Impacts;
- 5) Suggestions for Modifications;
- 6) Environmental Impacts;
- 7) Supportive messages;
- 8) Loss of Car Parking;
- 9) Pedestrian Facilities;

- 10) Flooding; and
- 11) Traffic and Access.

The First Public Consultation Submission Summary Report is available on the BusConnects website.

## **1.4 Second Non-Statutory Public Consultation**

The second round of public consultation for the Bus Connects Core Bus Corridor Project took place from the 10th of March until 17th of April 2020 on the Preferred Route Option. The COVID-19 pandemic event became an issue in Ireland at the start of this period. In response to the Irish Government and National Public Health Emergency Team's guidelines in relation to the Covid-19 pandemic the majority of the planned public information events were postponed.

The consultation period remained open until 17th April 2020 and submissions could be made by email or by post. All relevant information including the Preferred Route Option brochures and the Emerging Preferred Route public consultation reports were made available on the Bus Connect website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone or email/ posts and minutes recorded as part of the consultation process.

8 submissions were received as part of the section public consultation. These submissions are expanded upon in Section 2.7 of this report.

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

- 1) Cycling provision and safety – cycle lanes, junctions, interactions with pedestrians.
- 2) Public transport routes – Impact of proposed Public Transport bridge over the Dodder river, bus routes through Ringsend, Bus stops on North Wall Quay.
- 3) Access & Traffic – Increase in traffic diverted from other roads.
- 4) Environment – interactions between cyclists and walkers in Ringsend Park.

## **1.5 Third Non-Statutory Public Consultation**

The third round of non-statutory public consultation for the CBC took place from the 4<sup>th</sup> November 2020 to 16<sup>th</sup> of 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 16<sup>th</sup> of 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 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.

3 submissions were received as part of the third public consultation.

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

- 1) Environment: Request that impacts on trees should be avoided
- 2) Public Transport Routes Public transport routes – Bus routing on east side of Dodder Public Transport Bridge
- 3) Programme – why can East Link Footbridge be delivered at the same time?
- 4) Comments from the PPN on the design of bus and cycle facilities

## **1.6 Summary of the Public Consultations**

Below is a summary of the public engagement carried out during the three Non-Statutory Public Consultations on the Proposed Scheme:

- 30 submissions received.
- 2 community forums held.
- Several individual landowner meetings held.

## 2. Second Non-Statutory Public Consultation

### 2.1 Overview

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

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

- All public information events were postponed. This included the planned event relating to the CBC, which was to be held in The Gibson Hotel, Burlington Road on Thursday 19<sup>th</sup> March 2020 from 11:30am to 7:30pm;
- 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 Second Non-Statutory Public Consultation

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

The CBC Information Brochure was available for downloading from the National Transport Authority's (NTA's) BusConnects website 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 Non-Statutory 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, as follows:

- All information provided for Public Consultation No. 1



- Updated Scheme Information Brochure
- 2019 Consultation Submission Report
- Ringsend CBC Drawings
- Ringsend to CC Executive Summary
- Ringsend to CC Feasibility and Options Assessment Report
- Ringsend to City Centre Problem Identification Report
- Ringsend to City Centre Parking Survey Report
- Ringsend to City Centre Environmental Desktop Study Report
- Ringsend to City Centre Early Indication Report
- Ringsend to City Centre Preliminary Safety & Health Plan
- Ringsend to City Centre Scheme Impact Review
- Ringsend to City Centre Tree Survey Report

### 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 **8** submissions for the Ringsend to City Centre PRO, from 4<sup>th</sup> of March 2020 until 17<sup>th</sup> 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

Ringsend to City Centre CBC was divided into two 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 two sections were;

- Section 1 – Talbot Memorial Bridge to Tom Clarke East Link Bridge
- Section 2 – East of Tom Clarke East Link Bridge

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

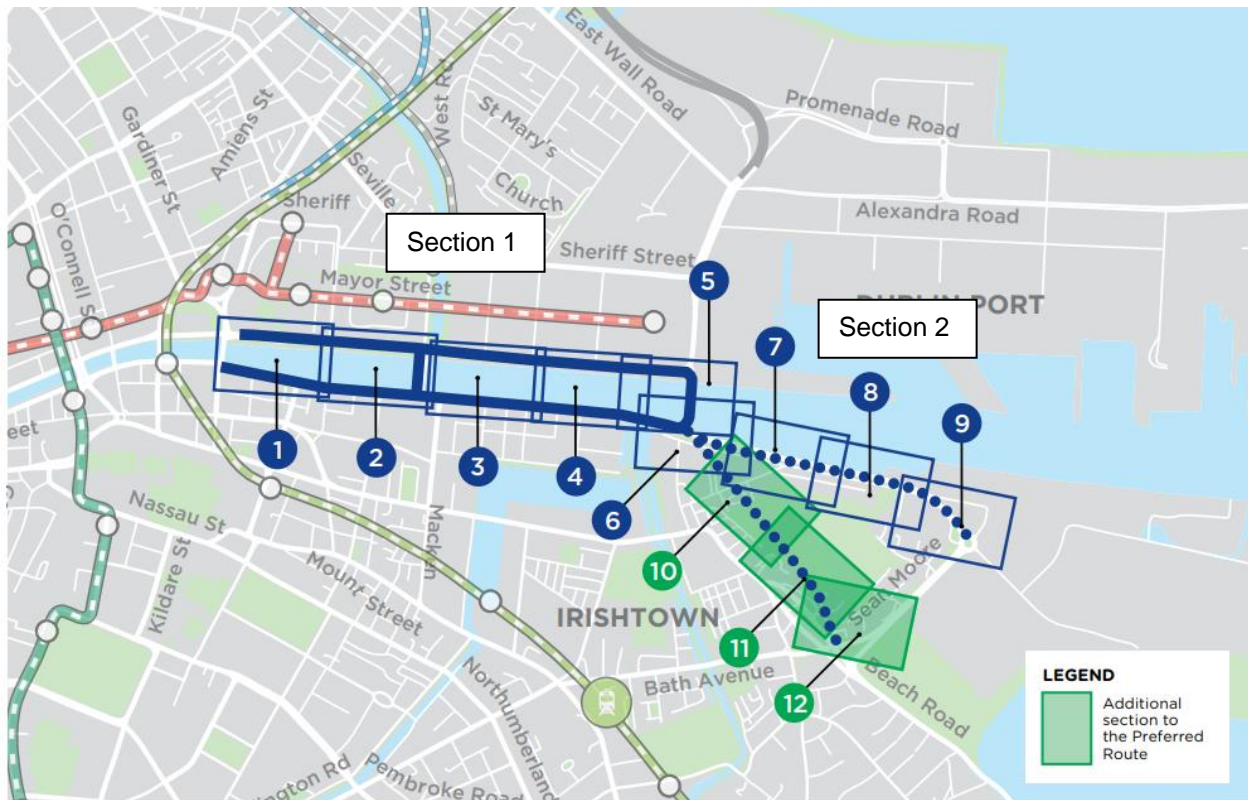


Figure 2: Ringsend to City Centre Corridor Map

The section attracting the most comments was Section 1, representing 63% of all comments. These comments were primarily focused on cycling facilities. The distribution of submissions, across the various sections of the scheme are noted in Figure 3 and **Table 1** below.

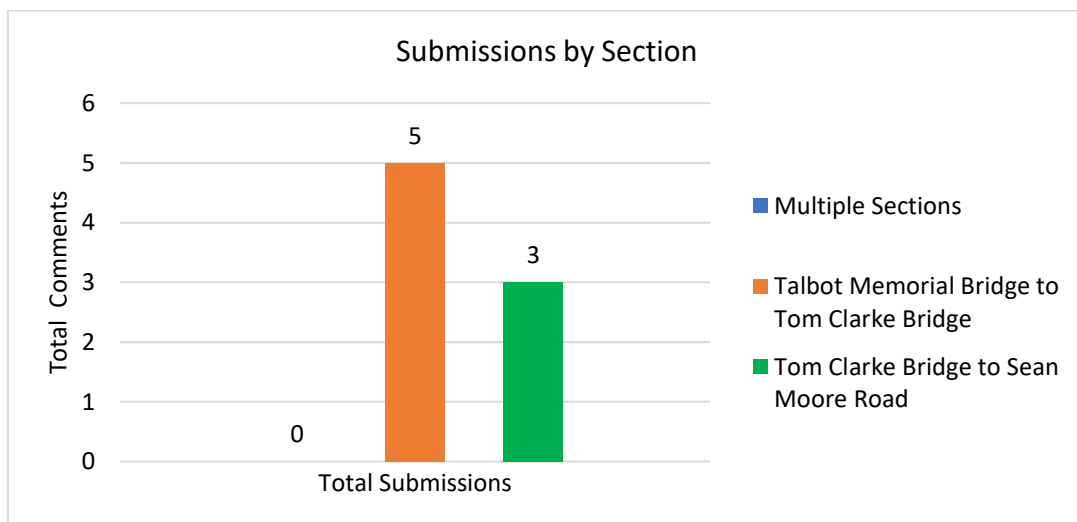


Figure 3. Percentage of Submissions per Section of Route

**Table 1. Percentage of Submissions per Section of Route**

	<b>Number of Comments per Section</b>	<b>Percentage</b>
Section 1 - Talbot Memorial Bridge to Tom Clarke East Link Bridge	5	63%
Section 2 - East of Tom Clarke East Link Bridge	3	37%
Multiple sections	0	0%
<b>Total</b>	<b>8</b>	<b>100%</b>

## 2.5 Profile of those making submissions:

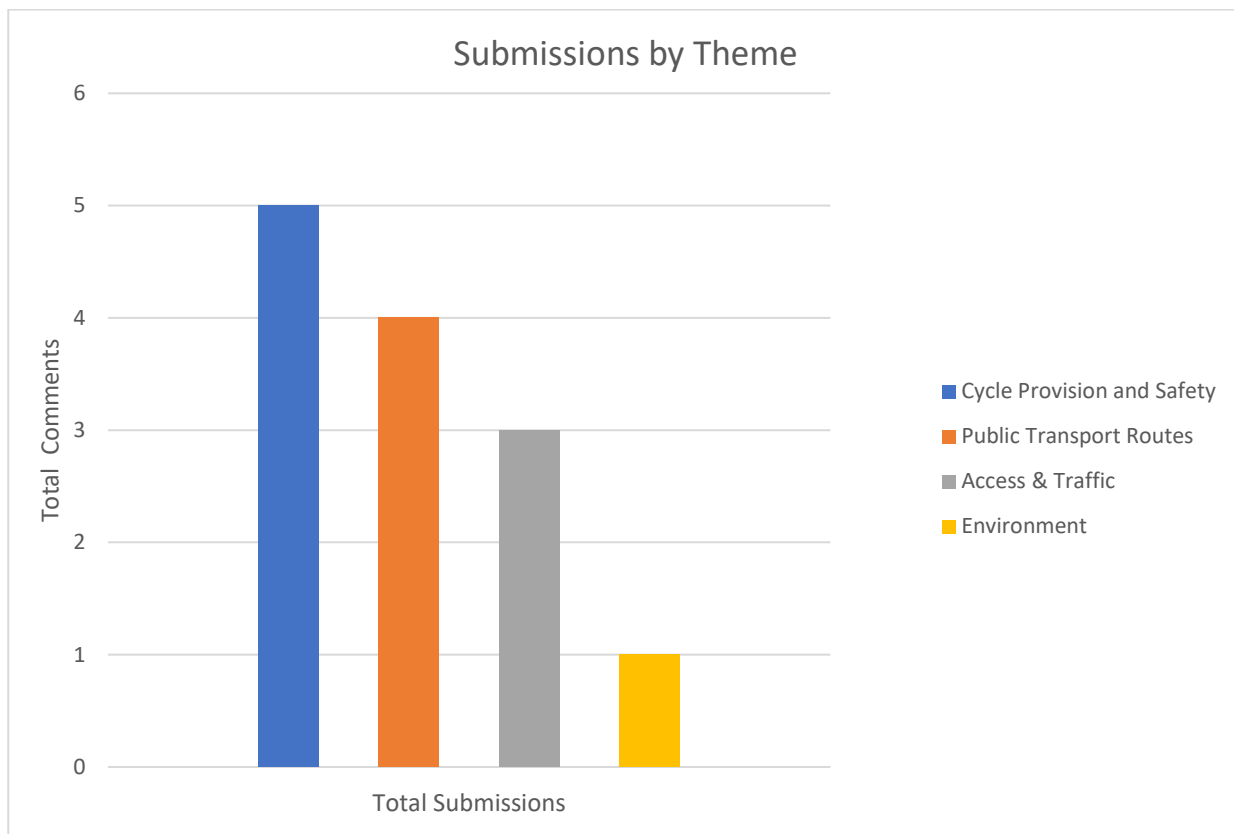
Of the submissions received:

- 63% were from residents of the study area or affected property owners (5 No.);
- 37% from Representative Bodies, including the Sean Moore Road Residents Association, IGB Housing Action Group and the Dublin Cycling Campaign (3 No.).
- 0% from Public Bodies (0 No.).

## 2.6 Themes Raised in the Submissions

All 8 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 4 main themes were identified during this review process:

- 1) Cycling provision and safety – cycle lanes, junctions, interactions with pedestrians.
- 2) Public transport routes – Impact of proposed Public Transport bridge over the Dodder river, bus routes through Ringsend, Bus stops on North Wall Quays.
- 3) Access & Traffic – Increase in traffic diverted from other roads.
- 4) Environment – interactions between cyclists and walkers in Ringsend Park.



**Figure 4. Number of Comments per Theme**

**Table 2. Number of Comments per Theme**

Theme	Frequency
Cycle Provision and Safety	5
Public Transport Routes	4
Access and Traffic	3
Environment	1

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses.

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

## 2.7 Summary of the Main Issues Raised in Second Non-Statutory Public Consultation

This section identifies the key issues raised in the second public consultation process. The NTA has established the validity of the concerns, the potential consequences for the CBC scheme, and has 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) Cycling provision and safety – cycle lanes, junctions, interactions with pedestrians.
- 2) Public transport routes – Impact of proposed Public Transport bridge over the Dodder river, bus routes through Ringsend, Bus stops on North Wall Quays.
- 3) Access & Traffic – Increase in traffic diverted from other roads.
- 4) Environment – interactions between cyclists and walkers in Ringsend Park.

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

### Issue 1: Cycle Provision and Safety – Cycle Lanes, junctions, interactions with pedestrians

The submissions received raised a number of specific concerns in relation to the design of the cycling facilities. These were:

- 1) Inadequate provision for left turning cyclists from Sir John Rogerson's Quay (west) to Samuel Beckett Bridge;
- 2) Inadequate provision for right turning cyclists from Samuel Beckett Bridge to Sir John Rogerson's Quay (west);
- 3) Shared spaces at a small number of locations along the route;
- 4) The design should allow for a high-quality connection to the proposed Dodder Cycle Route.

#### **NTA response to Issue 1:**

*The issues raised in all submissions received have been considered and addressed. The cycle facilities have been further refined in order to address the concerns raised including:*

- 1) *The left turn movement for cyclists from Sir John Rogerson's Quay to Beckett Bridge has been improved;*
- 2) *The right turn movement for cyclists to Sir John Rogerson's Quay from Beckett Bridge has been improved insofar as practicable;*
- 3) *Shared spaces have been removed where practicable;*
- 4) *The connection with the Dodder Greenway has been addressed.*

**Issue 2: Public transport routes – Impact of proposed Public Transport bridge over the Dodder river, bus routes through Ringsend, Bus stops on North Wall Quays.**

The submissions received raised a number of specific concerns in relation to the design of the bus facilities, bus stops and the proposed routing of bus services. These were:

- 1) Interactions between pedestrians and cyclists at bus stops and request to remove shared spaces
- 2) Routing of buses including requests to extend the bus services to Sean Moore Road
- 3) Request that right turn at southern end of Tom Clarke East Link Bridge be reinstated
- 4) Request for increased bus stop spacing on North Wall Quay to prevent stopped buses delaying others.

**NTA response to Issue 2:**

*The issues raised in all submissions received have been considered and addressed. The bus facilities have been further refined in order to address the concerns raised including:*

- 1) *Bus stop spacing has been reviewed and rationalised on North Wall Quay and shared spaces at bus stops have been removed.*
- 2) *Bus routing is being addressed through the complementary BusConnects Bus Network Redesign;*
- 3) *Dublin City Council is separately developing a proposal for the reconfiguration of the Tom Clarke East Link Bridge and the construction of a new pedestrian / cycle bridge adjacent. This may include provision for a right turn at the southern end of the bridge. This provision would be complementary to the proposed facilities for inbound bus services along the north quays.*
- 4) *Separate recessed coach stops are proposed to avoid slower loading and unloading buses delaying other services.*

**Issue 3: Increase in traffic diverted from other roads.**

Various submissions from local residents' groups raised concerns about parking and traffic circulation along York Road / Pigeon House Road and other local roads.

**NTA response to Issue 3:**

*The issues raised in all submissions received have been considered and addressed. The proposals have been further refined in order to address the concerns raised including:*

- 1) *There will be no impact on parking on York Road and Pigeon House Road;*
- 2) *No further interventions are proposed that would impact on traffic circulation or parking in the Ringsend / Irishtown area. It is noted that traffic restrictions have already been implemented on Pigeon House Road to prevent through traffic.*
- 3) *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. The potential residual traffic impacts of the proposed scheme have been assessed 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 Proposed Scheme.*

**Issue 4: Environment – interactions between cyclists and walkers in Ringsend Park.**

Various submissions raised concerns about the impacts of introducing a cycle route through Ringsend Park.

***NTA response to Issue 4:***

*The issues raised in all submissions received have been considered and addressed. The proposed facilities through Ringsend have been designed to ensure that the proposed facilities are consistent with current best practice for the provision of walkways and cycleways through parks in an urban environment.*

## 3. Third Non-Statutory Public Consultation

### 3.1 Overview

The third public consultation on the updated draft Preferred Route Option for the Ringsend to City Centre Core Bus Corridor ran between 4<sup>th</sup> of November 2020 and 16<sup>th</sup> of 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, by email, or by hand delivery directly in the reception of the Authority's offices.

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 Third Non-Statutory 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 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 as follows:

- Draft Preferred Route Option Report – November 2020
- Proposed Approach to Environmental Assessment – November 2020
- Draft Transport Modelling Report – November 2020
- BusConnects Dublin Core Bus Corridor Projects, Corridor 16 – Ringsend to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Ringsend to CC Feasibility and Options Assessment Report
- Appendix A – Multi Criteria Analysis Tables;
- Concept Scheme Drawings for the EPR;



- Concept Scheme Drawings for the Draft PRO; and
- Traffic Count Data 2019 – 2020.

### 3.3 Approach to Assessing the Submissions

The review of the submissions commenced in December 2020 once the consultation period closed. The NTA received 3 submissions for the Ringsend to City Centre PRO, from 4<sup>th</sup> of November 2020 until 16<sup>th</sup> of December 2020. All entries were digital (email).

In addition, 135 submissions with general comments regarding all the BusConnects Programme were assessed for relevance to the Ringsend scheme.

The review of the submissions commenced in December 2020 once the consultation period had closed. Most entries were digital (email), however some paper bound entries were posted to the NTA.

### 3.4 Analysis of Issues Raised by Section

The Core Bus Corridor was divided into two sections as described earlier, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. Figure 6 and Table 3 below show the distribution of the submissions across the various sections of the Route.

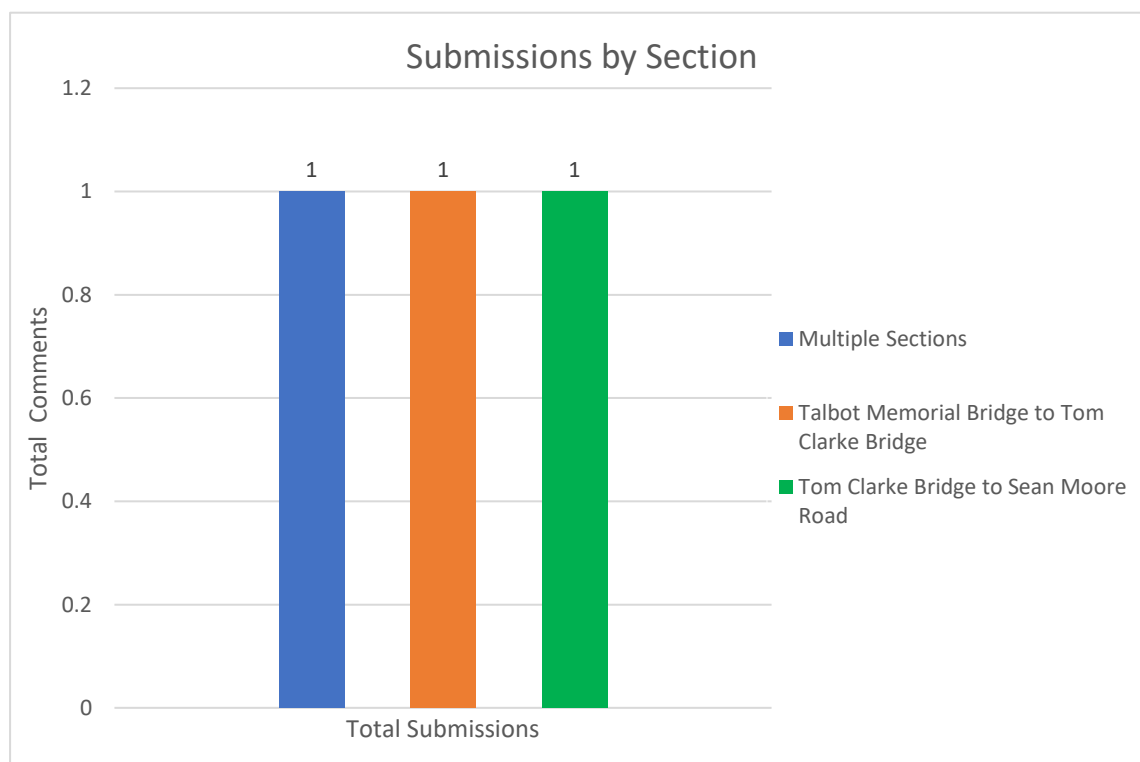


Figure 6: Distribution of Submissions by Section of Route

**Table 3. Percentage of Submissions per Section of Route**

	Number of Comments per Section	Percentage
Section 1 - Talbot Memorial Bridge to Tom Clarke East Link	1	33%
Section 2 - East of Tom Clarke East Link Bridge	1	33%
Multiple sections	1	33%
<b>Total assessed to-date</b>	<b>3</b>	<b>100%</b>

### 3.5 Profile of those making submissions

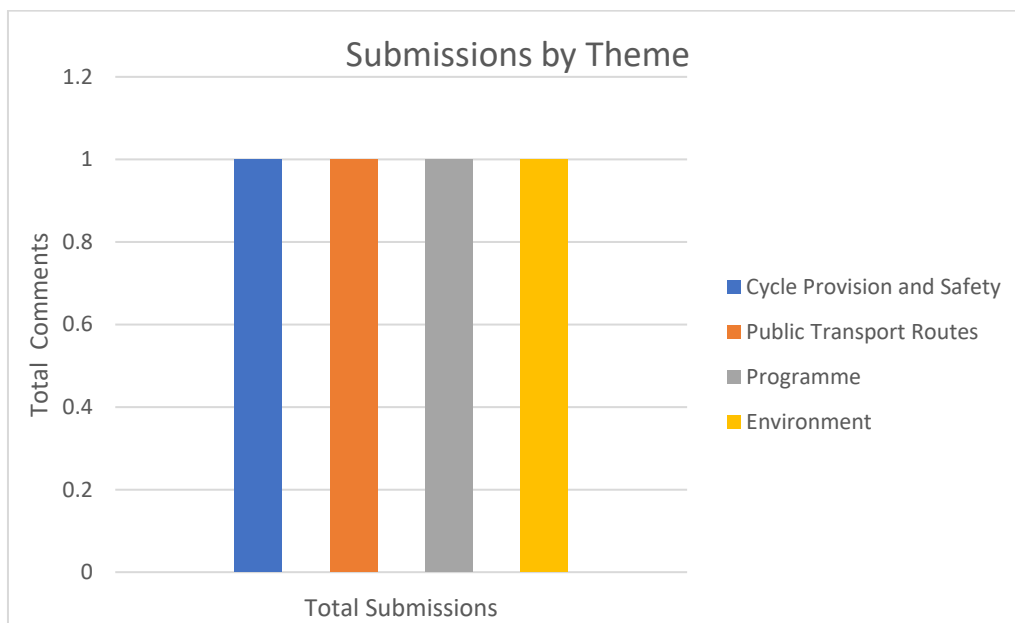
Of the submissions received:

#### Ringsend to City Centre CBC

- 33% were from residents of the study area or affected property owners (1 No.);
- 67% from Representative Bodies (2 No.). These included submissions on behalf of the Ringsend and Irishtown Residents Association and Public Participation Network

### 3.6 Themes Raised in the Submissions

All 3 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 4 main themes were identified during this review process.



**Figure 7. Number of Comments per Theme**

**Table 4. Number of Comments per Theme**

Theme	Frequency
Cycle Provision and Safety	1
Public Transport Routes	1
Programme	1
Environment	1

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses.

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

### **3.7 Summary of Main Issues Raised in the Third Public Consultation**

This report identifies the key issues raised in the third public consultation process. The Authority will seek to establish 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, ranked in order of response mention, related to the route are as follows:

- 1) Environment: Request that impacts on trees should be avoided
- 2) Public Transport Routes Public transport routes – Bus routing and facilities on east side of Dodder Public Transport Bridge
- 3) Programme – why can't East Link Footbridge be delivered at the same time?
- 4) Comments from the PPN on the design of bus and cycle facilities

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

#### **Issue 1: Request that Impacts on Trees should be avoided**

***NTA response to Issue 1:***

*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 an application for consent for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme. The scheme design has been refined to avoid impacting on trees where practicable. The impacts on trees in the Ringsend / Irishtown area have been greatly reduced.*

## **Issue 2: Public Transport Routes - – Bus routing and facilities on east side of Dodder Public Transport Bridge**

A submission queried the proposals for bus routing and facilities on the section east of the proposed Dodder Public Transport Bridge and requested clarity on how the bus services would operate in this area.

### **NTA response to Issue 2:**

*Bus routing is addressed through the separate complementary BusConnects Bus Network Redesign. At this stage, it is intended that buses would continue through to Sean Moore Road via East Link Road on the east side of the Dodder Public Transport Bridge. The road geometry prohibits the provision of a bus stop between the Dodder Public Transport Bridge and East Link Road. A bus stop has been cited as near as practicable on the west side of the bridge.*

## **Issue 3: Programme – Why can't East Link Footbridge be delivered at the same time?**

### **NTA response to Issue 3:**

*Dublin City Council is separately developing a proposal for the reconfiguration of the Tom Clarke East Link Bridge and the construction of a new pedestrian / cycle bridge adjacent. This project is at a far earlier stage of the design and planning process and will take several years to develop to planning application stage. The scheme, once delivered, will be complementary to the Proposed Scheme.*

## **Issue 4: Comments from the PPN on the design of bus and cycle facilities**

The NTA received detailed general and scheme specific comments from the Public Participation Network. These comments included opposition to shared spaces and island bus stops.

### **NTA response to Issue 4:**

*The comments received from the PPN are helpful and will be taken on board in finalising the design. The following are the key principles being adopted in completing the design:*

- 1) Shared spaces are being avoided where practicable, and where retained at local interaction points, pedestrians have priority;*
- 2) The only practicable arrangements for bus stops where there is a cycle lane present are:
  - a) Island Bus Stop;*
  - b) Conflict between buses and cyclists on road; or*
  - c) Conflict between pedestrians and cyclists through bus stop.**

*The island bus stop arrangement is considered to involve least risk to users and to best manage conflicts, and specific BusConnects crossing details have been developed to address the concerns raised by the PPN and others.*

- 3) The helpful comments received on specific maps are noted and have been taken on board in finalising the design.*

## 4. Summary of Second and Third Non-Statutory Public Consultations

The issues raised in the Second and Third Non-Statutory Public Consultations are combined in the following summary list:

Second Non-Statutory Public Consultation key issues:

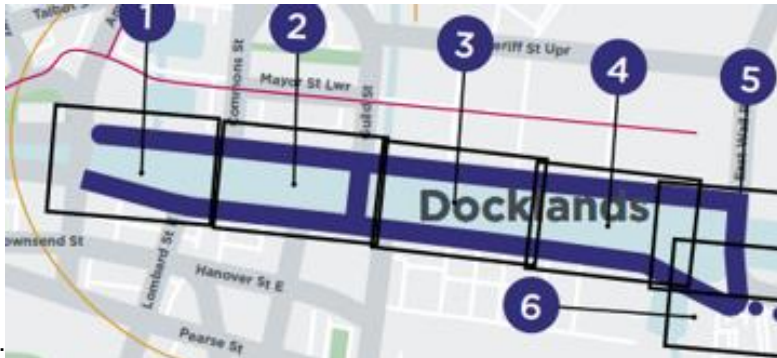
- Cycling provision and safety – cycle lanes, junctions, interactions with pedestrians.
- Public transport routes – Impact of proposed Public Transport bridge over the Dodder River, bus routes through Ringsend, Bus stops on North Wall Quays.
- Access & Traffic – Increase in traffic diverted from other roads.
- Environment – interactions between cyclists and walkers in Ringsend Park.

Third Non-Statutory Public Consultation key issues:

- Environment: Request that impacts on trees should be avoided
- Public Transport Routes Public transport routes – Bus routing and facilities on east side of Dodder Public Transport Bridge
- Programme – why can't East Link Footbridge be delivered at the same time?
- Comments from the PPN on the design of bus and cycle facilities

**APPENDIX A - Summary of issues raised per section of route**

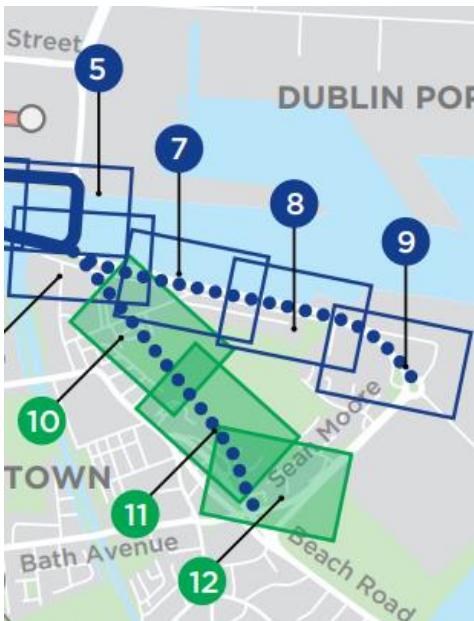
### Section 1: Talbot Memorial Bridge to Tom Clarke Bridge



Main comments noted:

- Concerns over cycling manoeuvres at southern end of bridge
- Concerns about shared areas (pedestrians and cyclists)
- Concerns in relation to island bus stops
- Request that right turn from Tom Clarke East Link Bridge would form part of the scheme
- Request that new pedestrian / cycle bridge adjacent to Tom Clarke East Link Bridge would form part of the scheme

### Section 2: Tom Clarke Bridge to Sean Moore Road



Main comments noted:

- Concerns about impacts on parking on York Road / Pigeon House Road
- Concerns about traffic displacement onto local roads
- Queries in relation to bus services and bus stops east of Dodder Public Transport Bridge
- Concerns in relation to mixing of cyclists and pedestrians in Ringsend Park.

### Whole Route

- Request that impacts on trees should be avoided