NTA Observations on the Proposed Scheme Submissions and CPO Objections

Liffey Valley to City Centre Core Bus Corridor Scheme

National Transport Authority

26th October 2022

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1. Introduction

1.1 Introduction

This report provides a response to the submissions and objections made to An Bord Pleanála ("the Board") in response to the following:

- *the application under Section 51 of the Roads Act 1993, as amended, for approval of the Liffey Valley to City Centre Core Bus Corridor Scheme ("the Proposed Scheme"); and*
- *the Liffey Valley to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2022 ("the CPO").*

An overview of the submissions and objections is provided in Section 1.2 below. The issues raised in the submissions on the Proposed Scheme, together with responses thereto are provided in Section 2. The issues raised in the objections to the CPO, together with the relevant responses, are provided in Section 3. There is:

(i) a significant degree of overlap between many of the issues raised in submissions on the Proposed Scheme; and

(ii) some overlap between the issues raised in certain submissions on the Proposed Scheme and objections to the CPO, which are highlighted in the relevant section.

Where the same issue is raised in a number of submissions and/or objections, this report identifies the individuals who raised those issues and provides a composite response to each issue raised.

1.2 Overview of Submissions and Objections Received

A total of 54 submissions and objections were received by the Board; 30 submissions in response to the Proposed Scheme and 24 objections to the associated CPO.

Each submission and each objection were individually numbered by the Board and this numbering system has been retained for ease of reference in this report.

The 30 submissions in response to Proposed Scheme are broken down into groups either associated with a particular location along the Corridor or of a more general nature below. Table 1.1 below sets out the locations referred to, the number of submissions on the Proposed Scheme referring to each location and the key issues raised by the submissions.

Table 1.1: Summary of Submissions in Response to the Proposed Scheme

	Location	No. of submissions on the Proposed Scheme referencing this Location	Key Issues Raised
1	Ceannt Fort / Mount Brown / James Street	7*	Bus Gate, New Children's Hospital Planning Application, Ceannt Fort's Architectural Conservation Area status.
2	James's Street / Thomas Street / Cornmarket	5	Parking, fit with future development proposals
3	Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk	4	Clarification on proposed boundary works, noise, pollution and vibration, tree removal, , antisocial behaviour; and drainage attenuation measure.
4	Sarsfield Road / Grattan Crescent / Emmet Road	2	Cycle infrastructure (including parking), footpath treatment and parking.
5	Other specific locations	2	Various
6	Whole Scheme	6	Various

	Location	No. of submissions on the Proposed Scheme referencing this Location	Key Issues Raised
7	Identical responses to objections made to the CPO	4	Various (identical Objections also made in relation to the CPO)
* *One submission (018) was made on behalf of 15 residents along the Proposed Scheme.*			

Of the 24 objections to the CPO, 15 relate to CPOs along Ballyfemot Road with three of these focus around the Grange Cross area and eight focus around The Steeples / St Laurence's Court / St Laurence's Glen area. Various other locations are included in the CPO objections.

The CPO objections relate to a range of topics including land ownership queries, loss of property value, access implications and boundary wall treatment. In total, 13 CPO objections contained concerns around the impact on access to properties or businesses, some including emergency service access.

Table 1.2 below sets out the locations referred to, the number of CPO objections and the key issues raised by the objections.

Table 1.2: Summary of Submissions in Response to the CPO

Location	No. of CPO objections	Key Issue Raised
The Steeples	2	Boundary relocation, loss of amenity space
Sarsfield Road (Longmeadow Park)	2	Ownership, impacts on proposed development, retaining wall, timeline projections
Emmet Road	3	Access, pedestrian footpath, land acquisition, proximity to property
St. Laurence's Court	3	Access, bus stop location, devaluation, ownership, CPO notification, safety, bus stop location, lack of engagement, loss of recreational areas, land acquisition
Grange Cross	3	Parking, access, impact on business, safety, ownership
St. Laurence's Glen	2	Access, removal of trees
Dispersed locations	9	Various

The location(s) referred to by each objection to the CPO and each submission in response to the Proposed Scheme shown in Table 1.3 and Table 1.4 below. Of the submissions, four were identical to CPOs submitted, these are highlighted in Table 1.4.

Table 1.3: Location Referred to by each Objection to the CPO (by ABP Reference Number)

No	Location	No	Location	No	Location	No	Location
1	The Steeples	7	Grange Cross	13	St. Laurence Court	19	St. Laurence's Glen
2	Sarsfield Road	8	Sarsfield Road	14	Ballyfermot Road	20	Kylemore Road
3	Emmet Road	9	Grange Cross	15	Liffey Valley Retail Park	21	Ballyfermot Road
4	St. Laurence Court	10	Grange Cross	16	St. Laurence Court	22	St. Laurence's Glen

No	Location	No	Location	No	Location	No	Location
5	Cherry Orchard Hospital	11	Emmet Road	17	Sarsfield Road	23	The Steeples
6	O'Hogan Road/ Ballyfermot	12	Emmet Road	18	Mount Brown/ James's Street	24	Tesco

Table 1.4: Location(s) Referred to by each Submission on the Proposed Scheme (by ABP Reference Number)

No	Location	No	Location	No	Location	No	Location
1	Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk	9	Whole Scheme	17	Ceannt Fort/ Mount Brown/ James's Street	25	Whole Scheme
2	Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk	10	St James's Gate Development	18	Ceannt Fort/ Mount Brown/ James's Street	26	St. James Hospital
3*	Kylemore Road *(CPO-20)*	11	St James's Gate Development	19*	Various *(CPO-24)*	27	Ceannt Fort/ Mount Brown/ James's Street
4*	The Steeples *(CPO-23)*	12	Sarsfield Road / Grattan Crescent / Emmet Road	20	Thomas Street	28	Ceannt Fort/ Mount Brown/ James's Street
5	Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk	13	Sarsfield Road / Grattan Crescent / Emmet Road	21	Ceannt Fort/ Mount Brown/ James's Street	29	Kilmainham (various)
6	Whole Scheme	14	Whole Scheme	22	Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk	30*	O'Hogan Road *(CPO-06)*
7*	Mount Brown/ James's Street *(CPO-18)*	15	Thomas Street	23	Whole Scheme		
8	Whole Scheme	16	Ceannt Fort/ Mount Brown/ James's Street	24	Cornmarket		

* *Identical to CPOs*

2. Response to Submissions on Proposed Scheme

2.1 Proposed Scheme at Ceannt Fort / Mount Brown / James's Street

2.1.1 Description of Proposed Scheme at this Location

As set out in Section 4.5.3.1 of Chapter 4 in Volume 2 of the EIAR, Proposed Scheme Description, to maintain bus priority on Old Kilmainham / Mount Brown, it is proposed to provide a Bus Gate eastbound and westbound. Following concerns raised during the non-statutory public consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design was refined to reduce these impacts. The Bus Gate was amended with the eastbound Bus Gate being relocated to the James's Street entrance of the hospital campus. The westbound Bus Gate location was retained but the length was shortened. The operational hours were also refined with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM. This revised arrangement for the Bus Gate will allow access at all times to Ceannt Fort, the Children's Hospital, Adult hospital, and local area from all directions.
Extracts from the General Arrangement Drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, are included below in Figure 2-1 and Figure 2-2.

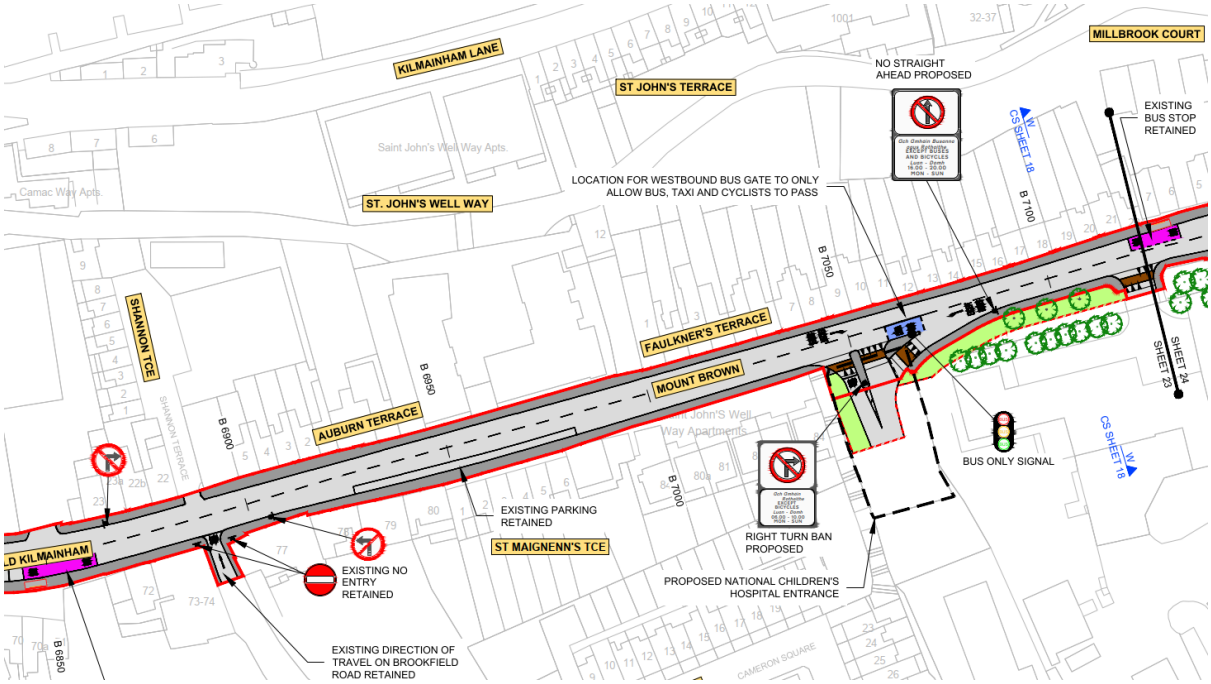


Figure 2-1: Extract 1 from General Arrangement Drawing

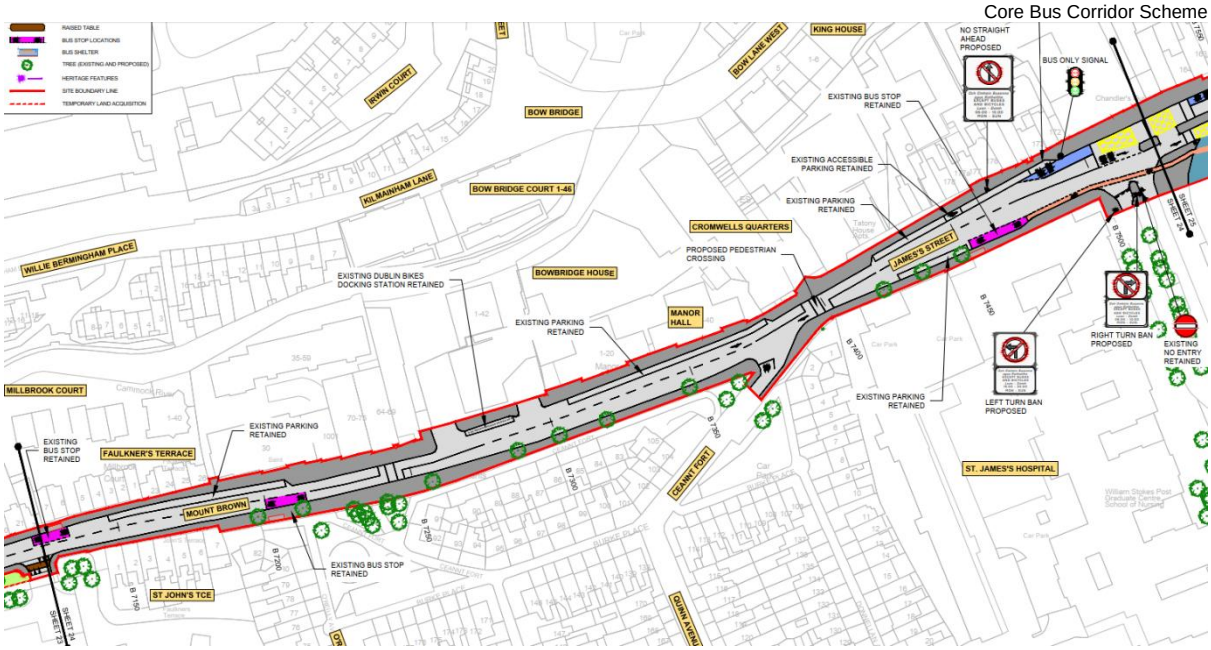


Figure 2-2: Extract 2 from General Arrangement Drawing

2.1.2 Overview of Submissions Received

Table 2.1 below lists the 7 individual submissions made in respect of the proposed scheme at Ceannt Fort / Mount Brown / James's Street.

Table 2.1: Submissions Made in Respect of Ceannt Fort / Mount Brown / James's Street

No	Name	No	Name	No	Name
16	Jean Early	21	Heather Iland	28	Liam Willoughby
17	Helen Conlon	26	Máire Devine & Angus O Snodaigh TD		
18	Rita and George Ray and Others	27	Nigel and Emer Buchalter		

Common views / issues are listed below and described in Section 2.1.3:

- Implications of the proposed Bus Gates for local residents (access / egress, traffic redistribution, bus gate hours of operation, exemptions);
- Implications of the proposed Bus Gates on St James's Hospital (access / egress)
- Implication Implications of the New Children's Hospital planning application (access / egress, traffic implications, construction related disruption); and
- Ceannt Fort's Architectural Conservation Area status.

A small number of submissions raised some more specific issues which are listed below and described in Section 2.1.4:

- Awareness of the proposed bus gate;
- Current bus capacity issues;
- Parking loss at James's Street / Thomas Street;
- Consideration of alternative routes / options;
- Tree loss;

- Accuracy of traffic data; and
- Alleged error in drawings.

2.1.3 Common Issues Raised

2.1.3.1 Implications of the proposed Bus Gates for local residents

Summary of issue raised

Access / egress

Many of the submissions relating to this location state that the proposed eastbound Bus Gate (at the junction of Mount Brown and the Proposed National Children's Hospital) and the proposed westbound Bus Gate (at the junction of James's Street and St James' Hospital) would have a detrimental impact on residential access to / from homes in Ceannt Fort.

Traffic redistribution

A number of the submissions state alternative routes that would be required to be taken during the hours of operation and highlight that as a result of the proposed Bus Gates, these would increase journey distance and time and result in an increase in fuel consumption and CO2 emissions. One submission states that this impact is against the Climate Action Plan 2021, a disadvantage to trades, families and less abled residents which would be against The Disability Act 2005.

In considering alternative routes, submissions state that residents will be required to travel via other roads which may not be suitable for high volumes of traffic. Specifically, one submission raises concerns about additional traffic on Kilmainham Lane which they state is already heavily trafficked and raises their concerns about future implications this could have for traffic calming measures on Kilmainham Lane.

Bus gate hours of operation

A number of submissions identify that the Environmental Impact Assessment Report Volume 2 of 4 Chapter 4 (Section 4.6.4.3) states "*the hours of operation of the bus gates will be subject to on-going review based on prevailing traffic conditions and the goal of achieving the project objectives. The NTA and local authorities will co-operate in good faith to address any issues with the hours of operation that may arise during the lifetime of the Proposed Scheme*". They state their concern that the hours of operation of the Bus Gates may change with some stating their disagreement with a 24 hour Bus Gate.

Exemptions

Some of the submissions request / raise whether local exemptions could be considered for to allow travel through the Bus Gates for Ceannt Fort residents.

Response to issue raised

Access / egress

EIAR Volume 2 Chapter 2 Need for the Proposed Scheme outlines the policy context that underpins the Proposed Scheme as well as the regional and local transport need for the Proposed Scheme. Section 2.2.1.4 notes the following:

"To inform the preparation of the GDA Transport Strategy, the NTA prepared the Core Bus Network Report (NTA 2015) for the Dublin Metropolitan Area, which identified those routes on which there needed to be a focus on high capacity, high frequency and reliable bus services, and where investment in bus infrastructure should be prioritised and concentrated. The Core Bus Network is defined as a set of primary orbital and radial bus corridors which operate between the larger settlement centres in the Dublin Metropolitan Area."

Section 2.2.1.6 outlines the need for bus priority along Mount Brown as part of the Proposed Scheme. It notes that across the Core Bus Network, the corridors are generally proposed along established radial corridors into and out of the city. The Proposed Scheme connecting Liffey Valley to the City Centre serves a significant public transport demand between these locations.

The route along Mount Brown and to the City Centre, already has a number of existing public bus services (including the 13, 40 and 126 bus routes). These services suffer from poor journey time reliability, particularly at peak commuter times when demand is highest as there are currently no bus lanes along Mount Brown. In addition to the level of service improvements to existing bus services as a result of the Proposed Scheme, the ongoing Dublin Area Bus Network Redesign will see continued investment in bus services into the future, which will also be afforded similar journey-time reliability and therefore improve their attractiveness as an alternative to private car usage.

As part of the BusConnects Network Redesign, the Proposed Scheme will serve the G-Spine bus services. Image 2.7 in Chapter 2 of the EIAR which is reproduced in Figure 2-4 below, is an extract from New Dublin Area Bus Network Map (NTA 2020) and shows the G-Spine interface with the Proposed Scheme along Mount Brown which are proposed to operate 16 buses per hour on Mount Brown in both directions.

It is further noted that the benefits of the scheme in terms of bus passenger volumes is clearly demonstrated in Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR. Diagram 6.11 in Section 6.4.6.3.3.1 of the EIAR (reproduced in Figure 2-3 below) presents the passenger loading profile the AM Peak Hour in the inbound direction in 2028.

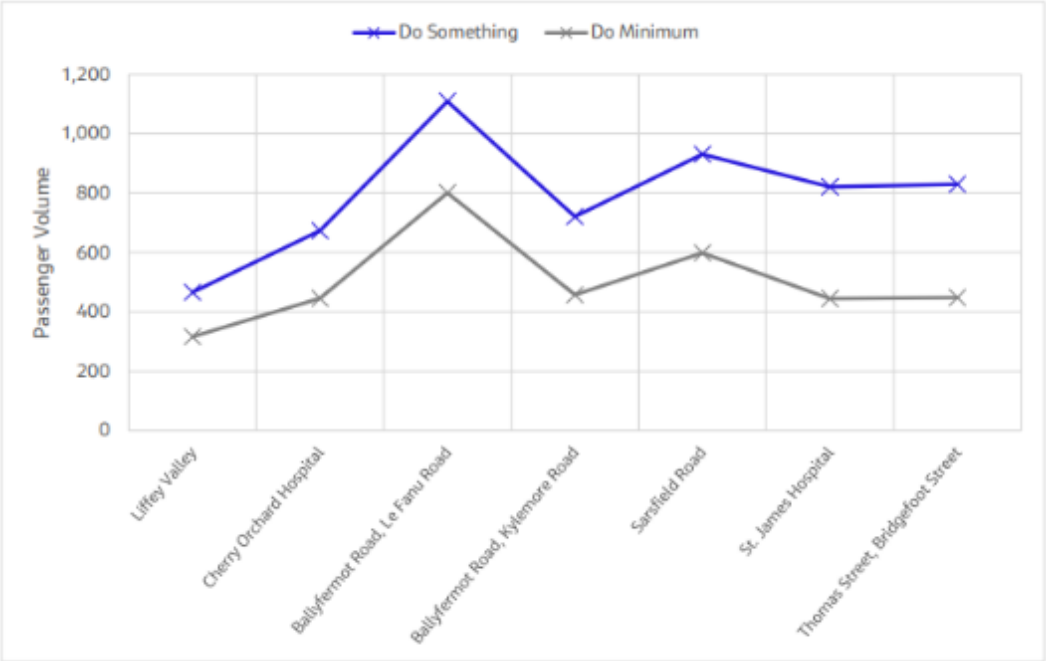


Figure 2-3: 2028 AM Peak Hour Passenger Volume Along Proposed Scheme (inbound direction)

As can be seen in Figure 2-4, a higher level of bus passenger loading can be seen along the Proposed Scheme with c.400 additional passengers being carried along St James Hospital (Mount Brown area) in the AM Peak hour in 2028. The substantial increase in passengers using the corridor at this location as a result of the Proposed Scheme further highlights the need for bus priority measures in the form of a Bus Gate along Mount Brown.

Figure 2-4: Extract from the New Dublin Area Bus Network Map (NTA 2020)

Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The Bus Gate along Mount Brown which forms part of the Proposed Scheme is required to accommodate this growth in travel demand and will facilitate the Network Redesign (G-Spine) by providing journey time savings and reliability for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

As indicated in the General Arrangement drawings, which are provided as Appendix 2 to Chapter 4 in Volume 3 of the EIAR, the proposed Bus Gate is indicated on sheet 23 and 24. The previous design presented at the non-statutory consultation indicated a 24 hour Bus Gate located at Mount Brown. As outlined in EIAR Volume 2 Chapter 4 Proposed Scheme Description Section 4.3, following concerns raised during the non-statutory public consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design of the Bus Gate was refined to reduce these impacts on the surrounding area. The Bus Gate was amended with the eastbound Bus Gate being relocated to the James's Street entrance to the hospital campus. The westbound Bus Gate location was retained but the length was shortened. The operational hours were also reduced with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM. This revised arrangement for the Bus Gate will allow access at all times from all directions to Ceannt Fort, the Children's Hospital, Adult hospital, and the local area. Traffic leaving these locations will be required to turn left in the AM peak and turn right in the PM peak to avoid the Bus Gate. This could require people travelling from locations in this vicinity to travel via alternative routes or modes when the Bus Gate is operational.

The Disability Act 2005 places a statutory obligation on public service providers to consider the needs of people with disabilities. A specialist consultant was engaged to undertake an Accessibility Audit of the existing environment along the corridor. The Audit provided a description of the key accessibility features and potential barriers to people with disabilities based on the Universal Design standards of good practice. This is available in Appendix I of the Preliminary Design Report.

Traffic redistribution

During the development of the Proposed Scheme, traffic modelling was undertaken in parallel to identify potential implications arising from the proposals and allow the design to be refined to mitigate any potential impacts. The modelling carried out is set out in Chapter 6 of the EIAR. The modelling identifies potential decreases and increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

As displayed in Table 6.50 and Table 6.54 in Chapter 6 (Traffic and Transport) in Volume 3 of the EIAR, roads within the direct study area (i.e. within the scheme extent such as R839 Inchicore Road, R839 Grattan Crescent, R810 Emmet Road, R810 Old Kilmainham, R810 Mount Brown, R810 James Street, R810 Thomas Street, R810 Cornmarket and R108 High Street) are anticipated to experience a

reduction in general traffic flows in the AM and PM peak hour. Various links within the indirect study area (i.e. outside of the scheme extent) are also anticipated to experience a reduction in traffic flows as shown in Table 6.51 and Table 6.55 in Chapter 6. Overall, it has been determined that the impact of the reduction in general traffic flows along the Proposed Scheme will be Positive, Moderate and Long-term.

Various roads within the indirect study area are anticipated to see an increase in traffic flows. To determine the impact that the Proposed Scheme has in terms of an increase in general traffic flows, a robust assessment has been undertaken, with reference to TII's "Traffic and Transport Assessment Guidelines (May 2014)". Each road link that is predicted, through the modelling, to experience an increase in 2-way flows of more than 100 passenger car units has been subjected to further assessment to assess the significance of effects in relation to the traffic flow changes on these links.

Section 6.4.6.3.8.5 General Traffic Impact Assessment of Chapter 6 outlines the 3-step assessment process that has been undertaken to assess the impact and significance of effect at each junction along the identified links that are predicted to experience traffic flow increases. Tables 6.60 to 6.63 outline the results of this assessment which shows that the majority of assessed junctions have V / C ratios of below 85%, i.e. they are operating within capacity for all assessed years in the Do Minimum and Do Something scenarios (i.e. with and without the Proposed Scheme). The assessment indicates that these junctions will be able to accommodate any changes in traffic volumes, as a result of the Proposed Scheme. The effects at junctions are predominantly deemed to be Imperceptible to Not Significant and Long-term with nine junctions along the Proposed Scheme predicted to experience a negative, moderate and long term impact. Given that the redistributed traffic will not lead to a significant deterioration of the operational capacity on the surrounding road network, no additional mitigation measures, beyond what is included already in the design, have been considered.

Future committed transport schemes have been included within the appropriate modelling scenario; this includes the ban of traffic travelling through the St James's Hospital / New Children's Hospital sites.

With regards to the Climate Action Plan 2021, Section 2.3 of Chapter 2 of the EIAR (Need for the Proposed Scheme), sets out the policy context for the Proposed Scheme. This includes commentary about how the Proposed Scheme supports the Climate Action Plan 2021:

"In regard to modal shift the Climate Action Plan 2021 sets out that: 'The proposed pathway in transport is focused on accelerating the electrification of road transport, the use of biofuels, and a modal shift to transport modes with lower energy consumption (e.g. public and active transport)'."

Chapter 8 Climate in Volume 2 of the EIAR has considered the potential climate impacts (both positive and negative) associated with the construction and operational phases of the Proposed Scheme. During the construction phase it is noted that there will be a Negative, Significant and Short-term impact. During the operational phase it is noted that there will be a Neutral and Permanent impact. Furthermore, Chapter 3 states:

'The Proposed Scheme achieves the project objectives in supporting the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 15,100 and 15,700 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the 2021 Climate Action Plan (CAP) (DCCAE 2021). It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions.'

Bus gate hours of operation

EIAR Volume 2 Chapter 4 Proposed Scheme Description (Section 4.6.4.3) states "*the hours of operation of the bus gates will be subject to on-going review based on prevailing traffic conditions and the goal of achieving the project objectives. The NTA and local authorities will co-operate in good faith to address any issues with the hours of operation that may arise during the lifetime of the Proposed Scheme".* As with any new traffic management measures, traffic in the area will be monitored to ensure bus priority along Mount Brown is maintained. The exact operational hours may need to be refined as traffic patterns change over time.

Exemptions

The ability for local residents to travel through the Bus Gate at peak periods using technology such as Automatic Number Plate Recognition would not be feasible to operate, maintain or police. Current legislation would also not allow for this exemption. As set out in Appendix A4.1 BusConnects Preliminary Design Guidance Booklet (PDGB) of the EIAR, a Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles.

Article 32 of the Traffic and Parking Regulations relates to bus lanes, and Article 32(2) provides that *"A person shall not enter a bus lane with a vehicle other than a large public service vehicle or a pedal cycle during the period of operation of the bus lane indicated on an information plate"*.

2.1.3.2 Implications of the proposed Bus Gates for St James' Hospital

Summary of issue raised

Submissions request that impact to daily commuters, staff, visitors, and patients to St James Hospital is considered.

Response to issue raised

Access to hospital campus via sustainable modes will be greatly improved following the implementation of the Proposed Scheme as well as the amendments to the bus network service routing, with expected bus journey time reductions, more dependable bus services and increases in the frequency of bus services across the network as a whole. This serves to achieve the aim of the Proposed Scheme which is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region. This will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.

As indicated in the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, access by private vehicle to the hospital will still be possible at all times from all directions. Traffic leaving the hospital campus from the James's Street exit will be required to turn left in the AM peak and turn right in the PM peak to avoid the Bus Gate. This could require people travelling from locations in this vicinity to travel via alternative routes or modes when the Bus Gate is operational. Additional signage will be erected to advise motorists of the restrictions.

The Public Consultation Report 2018-2022 provided in the Supplementary Information for the Proposed Scheme outlines the extensive public consultation and stakeholder engagement undertaken during that period, with three rounds of non-statutory public consultation undertaken. Further information on the three rounds of non-statutory public consultation is provided in Section 2.1.4.1.

2.1.3.3 Implications of the New Children's Hospital planning application

Summary of issue raised

Access / egress / traffic implications

Submissions raise concerns about the differences between the design of the James's Street / St James's Hospital junction included in the Proposed Scheme and the proposed design in the planning application associated with the New Children's Hospital. The submission shares their concerns relating to access / egress at this junction due to the differences in the proposed designs.

The submission also states that currently right-turning vehicles exiting St James's Hospital wait for significant time at red traffic lights due to the priority of the luas tracks.

One submission states that "*it was estimated by the New Children's Hospital that an additional 140 car per hour from St James's Hospital will be using this exit to turn left…"* and considers that the Proposed Scheme, which bans the left-turn movement from St James's Hospital, will have negative impacts to westbound traffic.

Submissions also highlight that the through road at St James's Hospital will be closed to traffic as part of the New Children's Hospital planning application and question whether traffic forecasts take this into account.

Construction disruption

Respondents share that local residents have faced disruption associated with the construction of the New Children's Hospital and identify concerns about future disruption associated with the construction of the Proposed Scheme.

Response to issue raised

Access / egress / traffic implications

As outlined above in response 2.1.3.2, access to hospital campus via sustainable modes will be greatly improved following the implementation of the Proposed Scheme. Access by private vehicle to the New Children's Hospital will still be possible at all times from all directions.

The Proposed Scheme is designed to be compatible with consented planning permissions along the route, including the new Children's Hospital. As such, it is proposed to retain the two exit lanes on the St James's Hospital arm of the junction. During the Bus Gate hours of operation, traffic leaving the Children's hospital from this arm (AM peak) will be required to turn left to avoid the Bus Gate. Additional signage will be erected to advise motorists of the restrictions.

As outlined in the Transport Modelling Report, in Appendix A6.2 (Transport Modelling Report), a suite of forecast transport modelling tools has been developed to support the design development and assessment of the Proposed Scheme. The traffic and transport impact assessment for the Proposed Scheme, has been informed by this suite of modelling tools and has been undertaken in accordance with latest guidance including the 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA 2017), the 'Traffic and Transport Assessment Guidelines' (TII 2014), the National Cycle Manual (NTA 2011) and the UK Design Manual for Roads & Bridges (DMRB), Volume 11, Section 2, Part 5 (UK Highways Agency 2011).

The proposed closure of the St James's Hospital campus for through traffic which is being implemented by the hospital has been captured as part of the traffic modelling exercise undertaken as part of the Proposed Scheme assessment. This closure combined with the implementation of the Bus Gate will see a reduction in traffic in the area which will reduce existing traffic congestion in the vicinity of the hospital which is clearly demonstrated in Chapter 6 Traffic and Transport of Volume 2 of the EIAR. Table 6.5 in Section 6.4.6.3.8.3 of the EIAR (reproduced in Table 2.2 below) presents road links that Experience a Reduction of ≥ 100 Combined Flows during AM Peak Hour. Traffic along James's Street reduced by over 50% with the Bus Gate in place.

Table 2.2: Road Links that Experience a Reduction of ≥ 100 Combined Flows during AM Peak Hour (Direct Study Area) Section Map I.D. Road Name Do Minimum Flows (PCUs) Do Something Flows (PCUs) Flow Difference

Section	Map I.D.	Road Name	Do Minimum Flows (PCUs)	Do Something Flows (PCUs)	Flow Difference (PCUs)
Section 1 - Liffey Valley to Le Fanu Road	S.1	Fonthill Road	544	399	-145
		R833 Coldcut Road	2000	1063	-937
		R833 Ballyfermot Road	1022	446	-576
Section 2 - Le Fanu Road to Sarsfield Road	S.2	R833 Ballyfermot Road	1080	206	-874
		R112 Kylemore Road	892	511	-382
		R833 Sarsfield Road	1238	573	-666
		Sarsfield Road	690	180	-510
Section 3 - Sarsfield Road to City Centre	S.3	R839 Inchicore Road	797	619	-178
		R839 Grattan Crescent	1287	576	-712
		R810 Emmet Road	1307	917	-390
		R810 Old Kilmainham	869	264	-606
		R810 Mount Brown	861	256	-606
		R810 James Street	1370	665	-706
		R810 Thomas Street	1474	653	-822
		R810 Cornmarket	1217	117	-1100
		R108 High Street	2148	815	-1333

Construction disruption

Regarding construction impact, when roads and streets are being upgraded there will be some temporary disruption / alterations to access in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works. As described in section 5.5.3.2 of Chapter 5 (Construction) of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. Access and egress will be maintained at all times.

2.1.3.4 Ceannt Fort's Architectural Conservation Area status

Summary of issue raised

Several submissions highlight that Ceannt Fort is identified as a Priority Architectural Conservation Area (ACA) in the Dublin City Development Plan 2022-2028 and that Ceannt Fort will be progressed as an ACA. There is concern that this has not been considered as part of the planning application and consideration that this areas should be managed with 'high sensitivity'.

Response to issue raised

Chapter 16 (Architectural Heritage) of Volume 2 of the EIAR assesses the impact of the Proposed Scheme on Architectural Conservation Areas (ACAs) and other architectural heritage designations and points of architectural heritage interest within a 50m study area.

Ceannt Fort (Mount Brown) is one of the priority areas for designation as an ACA under the Draft Dublin City Development Plan 2022-2028 but it is not currently a designated ACA. Figure 2-5 shows an extract from the draft Zoning Map E from the draft Dublin City Development Plan 2022-2028, where Ceannt Fort is not marked as an ACA.

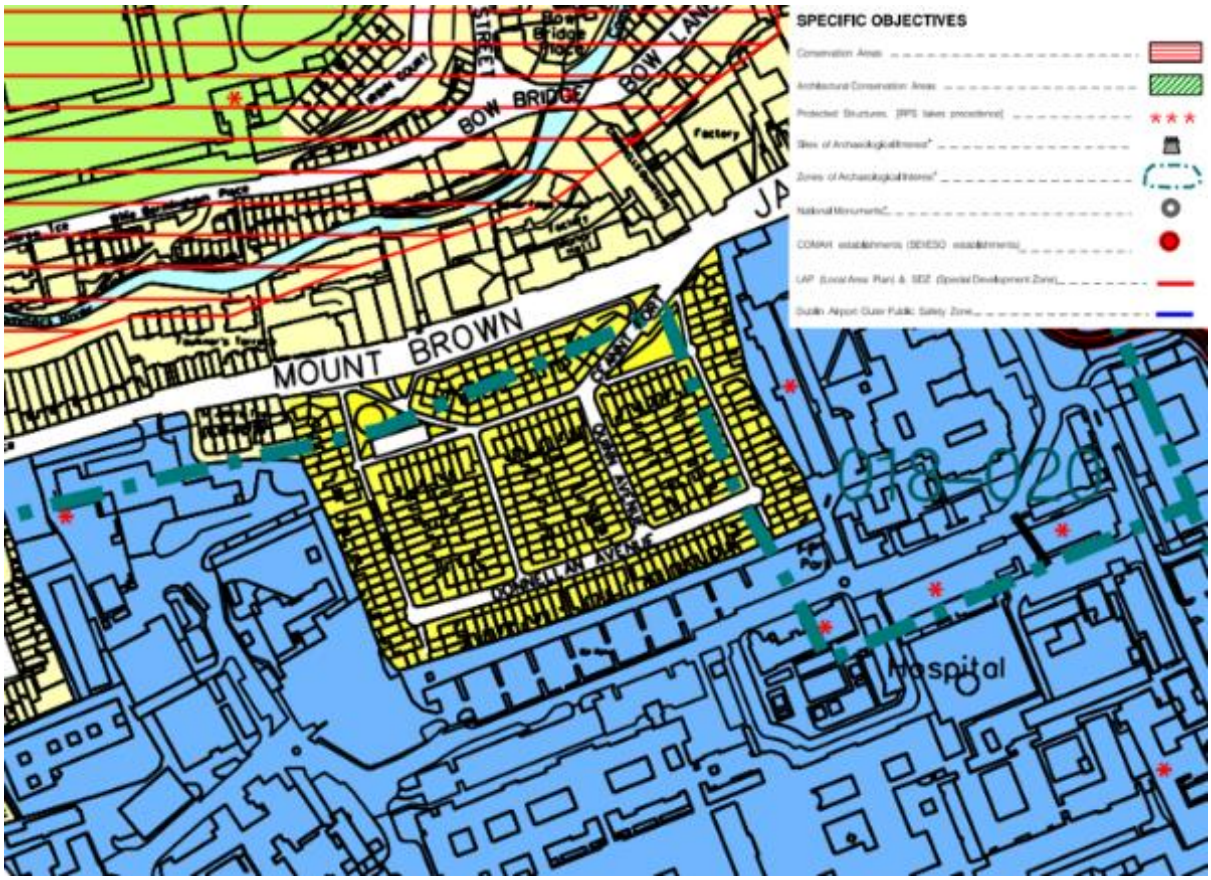


Figure 2-5: Segment from Draft Zoning Map E Showing Ceannt Fort Not Marked as an ACA (Draft Dublin City Development Plan 2022-2028 (DCC 2022))

The 2022-2028 Plan has not yet been formally adopted, but it is anticipated that it will be adopted in late October 2022. The relevant text under Section 11.5.2 Architectural Conservation Areas in the Draft Dublin City Development Plan 2022-2028 states:

'Dublin City currently has 24 Architectural Conservation Areas and further ACAs will be considered for designation over this development plan period. Fifteen ACAs [of which Ceannt Fort is listed as one] *have been identified for prioritisation following careful consideration of the aspects required to identify areas for protection under an ACA, as set out in Chapter II, Part IV of the Planning and Development Act, 2000 (as amended) and expanded upon in Chapter 3 of the 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011). These 15 ACAs and any others considered necessary at any time, will be progressed over the development plan period subject to a prioritisation programme to be agreed as part of the implementation of the development plan and the availability of resources.'*

As Ceannt Fort is not currently designated as an ACA, it has not been assessed as an ACA in Chapter 16 (Architectural Heritage) of Volume 2 of the EIAR. However, as it is included in the National Inventory of Architectural Heritage (NIAH) survey of Dublin it has been assessed against this in the EIAR Chapter under the assessment of impact on NIAH structures.

Chapter 16 describes the potential Construction Phase impact of the Proposed Scheme on Ceannt Fort (as included as one of the 23 NIAH Structures of Local Importance and Low Sensitivity) as follows:

'23 NIAH Structures or groups of NIAH structures of Local Importance and Low Sensitivity also front directly onto the Proposed Scheme. The identified NIAH structures are outlined in Section 16.3.1.6 and described in Appendix A16.2 Inventory of Architectural Heritage Sites in Volume 4 of this EIAR. None of these features will be directly impacted by the Proposed Scheme, but there is potential for damage during construction, the magnitude of which is Medium. The potential Construction Phase impact is Indirect, Negative, Slight and Temporary.'

The Chapter then described the potential Operational Phase impact on Ceannt Fort as below:

'A bus shelter is proposed at Ceannt Fort Mount Brown (NIAH 50080180). There is a fingerpost bus stop in this location currently. It is anticipated that the shelter will have little impact on the setting of the adjoining housing scheme as the scheme is above the level of the road and is screened by a retaining wall. The houses are of Local Importance and Low Sensitivity. The Magnitude of impact will be Low. The potential Operational Phase impact is Indirect, Negative, Slight and Long-Term.'

2.1.4 Non-common Issues Raised

2.1.4.1 Awareness of the proposed bus gate

Summary of issue raised

One submission highlights that St James's Hospital staff and patients may be unaware of the Bus Gate proposals at James's Street.

Response to issue raised

The Public Consultation Report 2018-2022 provided in the Supplementary Information for the Proposed Scheme outlines the extensive public consultation and stakeholder engagement undertaken during that period, with three rounds of non-statutory public consultation undertaken.

Throughout the three rounds a number of consultation tools were used, including:

- One-to-one meeting with Potentially Impacted Properties;
- A dedicated website, launched in May 2017;
- An individual brochure for the Proposed Scheme (updated at all 3 rounds);
- Public information events (in person for first, cancelled due to the pandemic in the second, and virtual for third round),
- Community Forum events, to create a two-way communication process with representatives of local communities, (in person in the first round; and online for the second and third rounds-average of 48 attendees);
- Range of digital channels, including Twitter and Facebook;

- Traditional published material;
- Press and radio advertising;
- Outdoor advertising;
- Presentations; and,
- Infographics.

The public events took place in accessible venues chosen to maximise the level of local engagement and attendance where possible. These events allowed members of the public to speak directly and in detail with members of the BusConnects Infrastructure team about the proposals. These non-statutory Public Information Events were advertised in local newspapers, through radio, on the BusConnects website, through extensive email reminders to public representatives, Local Authorities' Public Partnership Networks (PPN's), emails to Community Forum members, promoted through social media and digital channels.

The following paragraphs provide more details of each of the three rounds on non-statutory consultation for the Proposed Scheme.

First non-statutory round of public consultation

Appendix B of the Preferred Route Options Report included in the Supplementary Information shows the overview of the first non-statutory Consultation on the Liffey Valley to City Centre Core Bus Corridor Emerging Preferred Route which ran between 23rd January 2019 to 30th April 2019.

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

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

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

Within this time, 135 submissions were entered into the database, with one submission specifically stating the impact on the Hospital, in which the NTA responded and a note was taken based on the need for further engagement in regard to the Hospital.

Second non-statutory round of public consultation

Appendix C of the Preferred Route Options Report included in the Supplementary Information shows the overview of the second non-statutory Consultation on the Liffey Valley to City Centre Core Bus Corridor Emerging Preferred Route which ran between 4th March 2020 to 17th April 2020.

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 (NPHET), the following changes were applied to the second round of public consultation:

- All further public information events were postponed;
- The public consultation remained open and submissions could be made by email and by post;
- All 16 PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any queries and questions regarding the proposals could be emailed to the BusConnects team.

Every property owner potentially affected by the proposals was notified by post and a one-to-one meeting was offered in each case. Following the implementation of the COVID-19 guidelines, one-to-

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

Copies of the Core Bus Corridor Preferred Route Option consultation brochure and the Emerging Preferred Route public consultation reports were made available on the BusConnects website. Relevant background technical reports were also available for downloading from the Authority's website.

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

Within this time, 39 submissions were entered into the database, two submissions were made in regard to the Hospital, however both of these were linked to traffic and traffic volumes as well as the Bus Gate. St James's Hospital placed a submission within this stage.

Third non-statutory round of public consultation

Appendix C of the Preferred Route Options Report Appendix C of the Preferred Route Options Report included in the Supplementary Information shows the overview of the third non-statutory Consultation on the Liffey Valley to City Centre Core Bus Corridor Emerging Preferred Route which ran between 4th November 2020 to 16th December 2020.

Due to the continuing Covid-19 pandemic and associated Government restrictions, the third Non-Statutory 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 since the

Information on the public consultation process was published in major print media from 4th November 2020 including the Irish Times, the Sunday Independent, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Fingal Independent, the Scan and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM, RTÉ Radio 1, RTÉ 2FM and Nova, beginning on 13th November 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 4th November 2020. Information was also advertised at bus and Luas stops, as well as shopping centres and malls throughout Dublin city.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website and in the Virtual Consultation Room, and hard copies could be sent by post on request. Relevant background technical reports were also available for downloading from the NTA's BusConnects website and via the Virtual Consultation Room.

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

Within this time, the virtual room received 234 views during the third public consultation, and 221 submissions were received during the third public consultation. A number of respondents made comments around the impact on the Hospital and the NTA provided the following response:

"Based on the submissions received in relation to the Mount Brown bus gate during the third public consultation, alternative feasible options will be considered to try and minimise and/or mitigate impacts on local business owners, residents and community members. The change in traffic volumes on the surrounding road network as a result of the traffic management measures such as the Bus Gate at Mount Brown will be assessed as part of the Traffic Impact Assessment."

Furthermore, the Proposed Scheme reflects due considerations of such submissions.

2.1.4.2 Current bus capacity issues

Summary of issue raised

One submission states that buses arriving at this location are currently frequently at capacity and therefore offer little benefit to local residents.

Response to issue raised

As noted in Section 2.2.2 in Chapter 2 of Volume 2 of the EIAR, there are a number of high frequency public bus services along the routes to be improved by the Proposed Scheme. Many of these services suffer from journey time unreliability, particularly in peak times, due to the lack of bus priority provision.

As set out in Section 1.2 in Chapter 1 of Volume 2 of the EIAR, the aim of the Proposed Scheme 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. One of the objectives of the Proposed Scheme is 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'

As part of the BusConnects Network Redesign, the Proposed Scheme will be served by the G-Spine bus services. Image 2.7 in Chapter 2 of the EIAR, which is reproduced below, is an extract from the New Dublin Area Bus Network Map (NTA 2020) and shows the G-Spine interface with the Proposed Scheme between Liffey Valley to High Street. Demand for travel by bus is anticipated to continue to grow in this corridor into the future, in line with population growth. The bus priority measures forming part of the Proposed Scheme are required to accommodate this growth in travel demand and will facilitate the revised high-frequency bus network (G-Spine) by providing journey time reliability for passengers. This will ensure that the projected growth in passenger demand is facilitated and protected from increasing congestion, providing resilience which can in the future cater for additional bus service provision.

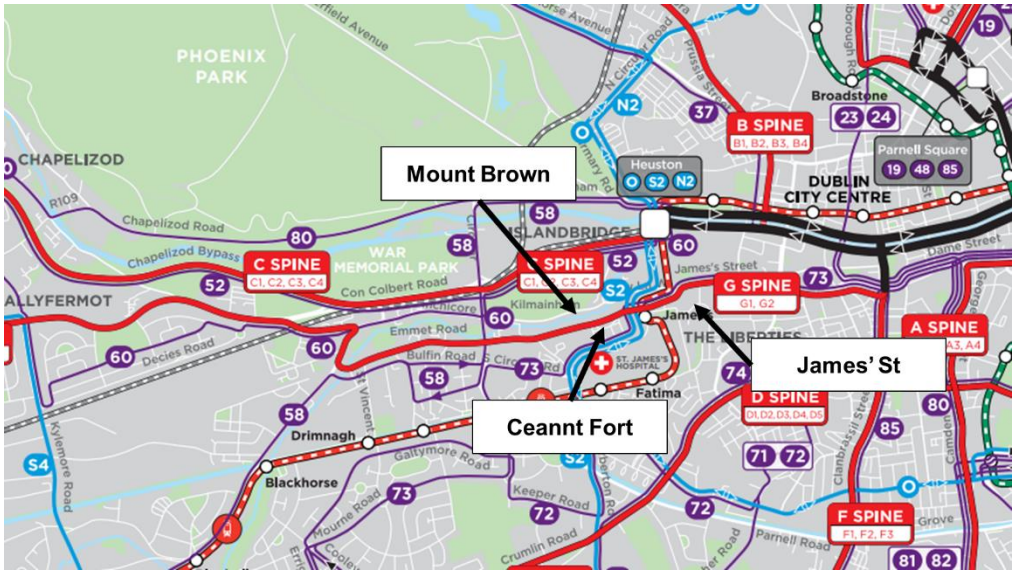


Figure 2-6: Extract from Future Bus Services Network

It is noted that both the G1 and G2 routes along Mount Brown / James' Street Lane are proposed to operate with 15 minute intervals between buses. This equates to 8 inbound and 8 outbound buses per hour along this section.

2.1.4.3 Parking loss at James's Street / Thomas Street

Summary of issue raised

One submission states that the Proposed Scheme removes 13 parking spaces on James's Street / Bow Lane, 22 parking spaces on Thomas Street/ High Street and 2 out of 3 disabled spaces on Thomas Street/ High Street. The respondent states that there is a lack of consideration in regard to disabled parking spaces along James's Street / Thomas Street. An additional submission raises concerns with the removal of disabled parking spaces at this location noting that 35% of those attending health care facilities are elderly and/or disabled.

Response to issue raised

Section 6.4.6.2.4.4 of Chapter 6 of Volume 2 of the EIAR, Traffic and Transport, sets out the impact on parking and loading within this section (Section 3 - Sarsfield Road to City Centre) of the Proposed Scheme. The following is noted in this regard:

'Along Section 3 of the Proposed Scheme there is an overall retention of 1,838 spaces compared to a loss of 102. The Proposed Scheme is considered to provide significant improvements to walking, cycling and bus facilities encouraging the use of sustainable modes of transport, which will ultimately reduce the demand for private car parking, nevertheless the loss of 110 parking and loading spaces is still expected to have a Negative, Slight and Long-term effect along Section 3 of the Proposed Scheme.'

The assessment outlined in this section of the EIAR has identified approximately 40 alternative parking spaces within 100m of the parking removed on James's Street and over 300 alternative parking spaces within 100m of the parking removed on Thomas Street / High Street.

Specifically in relation to the amendments to disabled parking bays the Chapter 6 of the EIAR, Traffic and Transport, states that one disabled parking bay will be provided on the R810 Cornmarket left turn slip road. Taking cognisance of the removal of two disabled parking bays between R810 Cornmarket and Winetavern Street along High Street, the impact of this additional space is considered to have a Negligible and Long-term effect.

Additionally, it is noted that for patients and visitors attending the heath care facilities onsite parking is available at St James' Hospital. Patient and visitor drop off / collection areas are also available at St James' Hospital.

This slight to negligible effect is considered acceptable in the context of the aim of the Proposed Scheme, to provide enhanced walking, cycling and bus infrastructure on this key access corridor.

2.1.4.4 Consideration of alternative routes / options

Summary of issue raised

Submission 16 states that no alternative routes or options were considered for the Proposed Scheme.

Response to issue raised

Chapter 2 of Volume 2 of the EIAR, Need for the Scheme, sets the context for the transport need for the Proposed Scheme. It is noted in section 2.2.1.6 of this chapter that:

"The Dublin Area Bus Network Redesign Revised Proposal (October 2019) (NTA 2019) presented information on 'patterns of demand'. Image 2.5 is an extract of the Combined Activity Density map for areas local to the Proposed Scheme, which combines residential, employment, and student enrolment densities to approximate the total effect of all densities in representing potential demand for public transport."

Furthermore, Appendix F (Liffey Valley to Christchurch Core Bus Corridor Options Feasibility Study) of the Proposed Route Options Report presents the route options assessment work undertaken for the Proposed Scheme. Figure 2-7, which is an extract of Appendix F of the Proposed Route Options Report, displays the various routes considered between Sarsfield Road and Christchurch.

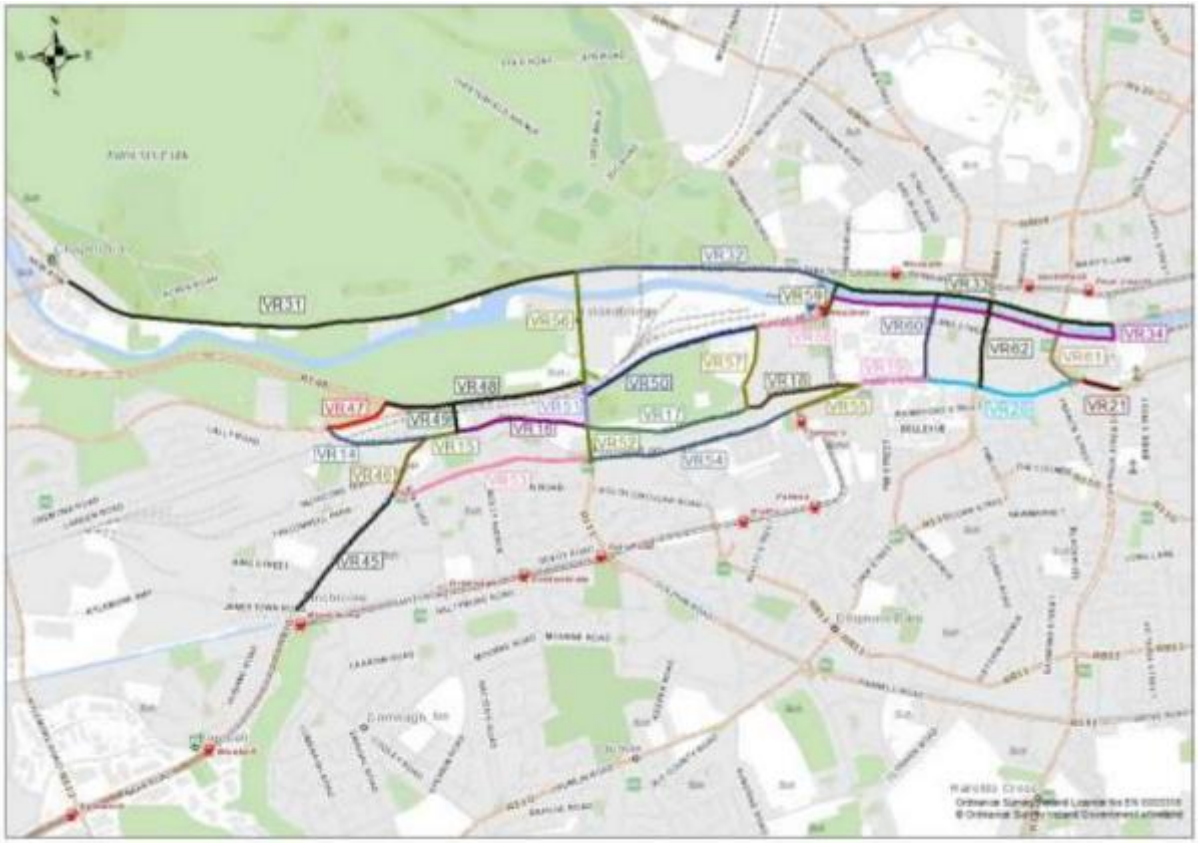


Figure 2-7: Extract from Appendix F of the Proposed Route Options Report

The options underwent an initial high level qualitative sift based on experienced engineering judgement of the practicality and feasibility of providing a core bus corridor along each route. Options which could not achieve the scheme objectives or would be subject to excessive impacts and/or cost to achieve these objectives were discarded.

The first step in the Stage 2 assessment was to combine shorter route options which passed the Stage 1 assessment, to form longer end-to-end routes within each study area section. Following this, an initial indicative scheme for each route option was determined based on the specific constraints along the route (e.g. bus lane in each direction with cycle lanes, bus lanes in each direction only, bus lane in one direction only etc.). Where necessary, a number of variant scheme options were considered and assessed as necessary. The indicative scheme for each route option was then progressed to a multi-criteria assessment. 'Multi-Criteria Analysis' (MCA) criteria were in line with the 'Common Appraisal Framework for Transport Projects and Programmes' published by the Department of Transport, Tourism and Sport (DTTAS), March 2016.

An overview of the routes considered at this stage is provided below. Further detail including graphics is detailed in Appendix F of the Proposed Route Options Report.

CCT01: This route option begins at the end point of Route Option BF01 and BF02 from MCA Study Area 'Section 2: Le Fanu Road to Sarsfield Road'. It travels along the R109 (Conyngham Road) from this point until joining the quays before utilising Lower Bridge Street and the R108 to access the Christchurch area.

CCT02: This route travels along Con Colbert Road and the R148 (St. John's Road West) before entering the City Centre via the North and South Quays. It then utilises Lower Bridge Street and the R108 to access the Christchurch area. Bus lanes are proposed along the entire route except at some localised areas through junctions, and cycle tracks are provided where required by the Cycle Network Plan.

CCT03: This route travels along Sarsfield Road, Grattan Crescent and the R810 to the Christchurch area. This involves travelling along Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and terminates on High Street. Varying levels of bus priority is provided along Mount Brown, James's Street, Thomas Street in this option.

CCT04: This route travels along Con Colbert Road, the R148, R111 and the R810 to the Christchurch area. This involves travelling along Old Kilmainham, Mount Brown, James's Street and Thomas Street. Varying levels of bus priority is provided along Mount Brown, James's Street, Thomas Street in this option.

CCT05: This route travels along Con Colbert Road (R148), turns onto South Circular Road where it continues onto the Conyngham Road adjacent to the Phoenix Park. From here it joins the Quays and terminates at the Christchurch area via Lower Bridge Street.

CCT06: This route travels along Con Colbert Road and the R148 (St. John's Road West) and turns onto Steven's lane, where the CBC would share space with the Red Line Luas. It then continues onto Bow Lane West, Thomas Street and terminates at the end of High Street.

CCT07: This route travels along Sarsfield Road, Grattan Crescent and the R810 to the Christchurch area. This involves travelling along Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and terminates on High Street. Varying levels of bus priority is provided along Mount Brown, James's Street, Thomas Street in this option.

CCT08: This route travels along Sarsfield Road, Grattan Crescent and the R810 to the Christchurch area. This involves travelling along Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and terminates on High Street. Varying levels of bus priority is provided along Mount Brown, James's Street, Thomas Street in this option.

CCT09: This route travels along Sarsfield Road, Grattan Crescent and the R810 to the Christchurch area. This involves travelling along Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and terminates on High Street. In order to promote a level of bus priority along this section, a bus gate is proposed adjacent to Kearn's Place on Old Kilmainham.

CCT10: This route travels along Sarsfield Road, Grattan Crescent and the R810 to the Christchurch area. This involves travelling along Emmet Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street and terminates on High Street. In order to promote a level of bus priority along this section, a bus gate is proposed adjacent to Kearn's Place on Old Kilmainham.

A summary of the assessment and relative ranking of route options against the five main assessment criteria is shown in Figure 2-8 which is an extract of Appendix F of the Proposed Route Options Report.

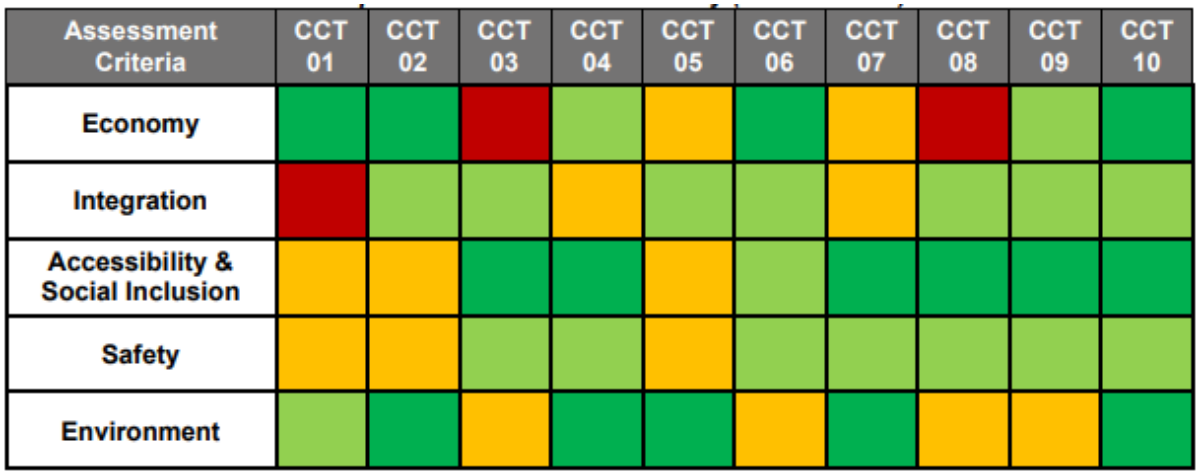


Figure 2-8: Extract from Appendix F of the Proposed Route Options Report

Based on the MCA, route Option 10 was identified as the preferred option for this section and as such, along Mount Brown, James's Street, Thomas Street the Emerging Preferred Route Option proposed:

From the junction at R111 (South Circular Road), the Core Bus Corridor continues along the R810 (Old Kilmainham/Mount Brown/James's Street) to the junction with Bow Lane West. Due to the proximity of building lines along this route, it is difficult to provide bus lanes along much of the route

section. Therefore a bus gate is proposed adjacent to Kearn's Place on Old Kilmainham. This bus gate would be controlled by traffic signals and a retractable bollard (bollard would be controlled by vehicle identification software). This bus gate would allow for buses and cyclists to pass in both directions, but general public traffic would not be permitted to pass. As a result no through public traffic would be permitted along Old Kilmainham, Mount Brown and James's Street between the junctions of South Circular Road and Bow Lane West. The bus priority attained along this section as a result of the bus gate would improve bus travel times and journey time reliability greatly in both directions without any impact regarding land take, and on-street parking from adjacent residential and business properties. However local traffic would still be permitted to access the area. Due to the provision of the bus gate and the reduced levels of traffic along the R810 at Old Kilmainham, Mount Brown and St. James's Street, priority bus lanes and cycle facilities are not required. Buses and cyclists would share road space with local traffic along this section. As a result, it is not proposed to provide an alternative cycle route along Bow Lane West and Kilmainham Lane for this route option. It is proposed to retain car parking along this section where possible.

Since the Emerging Preferred Route Option, the Proposed Scheme has continued to go through design iterations. Following concerns raised during the non-statutory public consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design was refined to reduce these impacts. The Bus Gate was amended with the eastbound Bus Gate being relocated to the James's Street entrance of the hospital campus. The westbound Bus Gate location was retained but the length was shortened. The operational hours were also refined with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM. This revised arrangement for the Bus Gate will allow access at all times to Ceannt Fort, the Children's Hospital, Adult hospital, and local area from all directions.

2.1.4.5 Tree loss

Summary of issue raised

One submission states that the Proposed Scheme design has been amended since plans were previously presented and that the changes result in trees at Mount Brown being removed. It states that previous designs proposed to retain the trees in this location.

Another submission highlights that the proposed westbound Bus Gate involves the removal of trees to facilitate the construction of a new slip road and that the New Children's Hospital planning application retained the trees.

Response to issue raised

EIAR Volume 2 Chapter 17, Landscape (Townscape) & Visual, documents the potential landscape (townscape) and visual impacts associated with the Construction and Operational Phases of the Proposed Scheme. The impacted trees are presented in the EIAR Volume 3 Chapter 4, Proposed Scheme Description 5. Landscaping General Arrangements and further described in Volume 4 Appendices Part 2 of 2, Appendix A17.1 Arboricultural Impact Assessment.

Figure 2-9, which is an extract of Landscaping General Arrangements displays the trees lost as a result of the Proposed Scheme at Mount Brown.

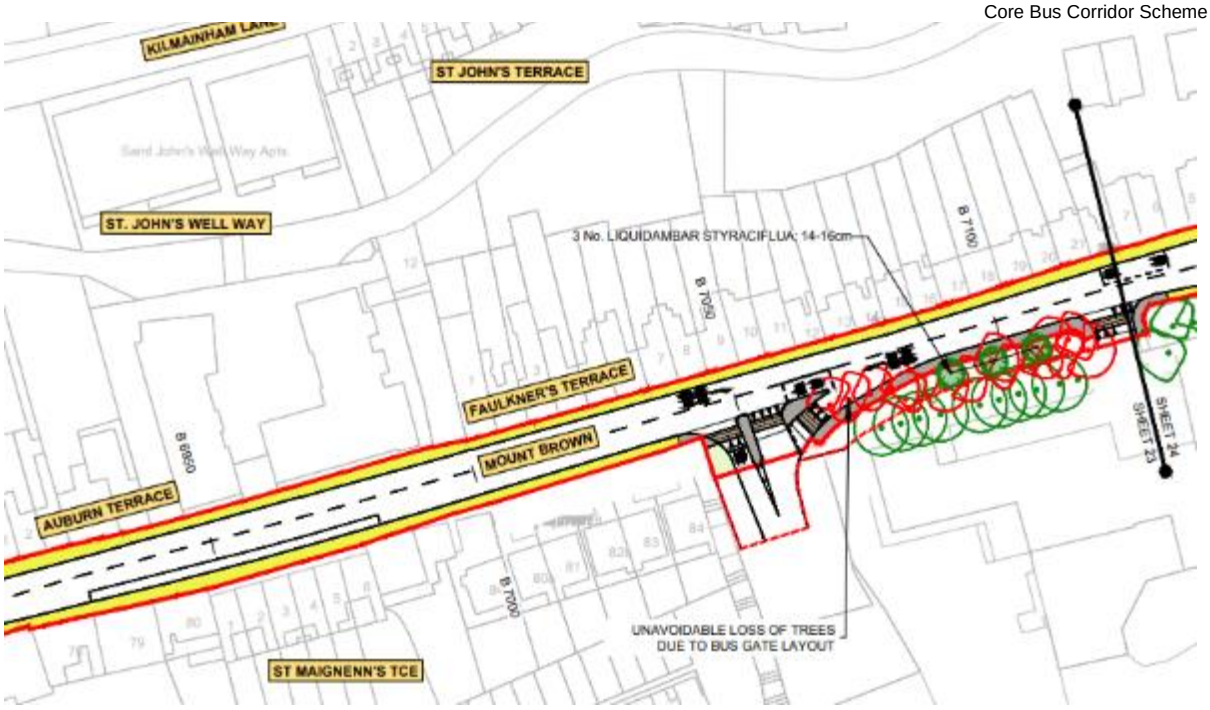


Figure 2-9: Extract from the Landscaping General Arrangement displaying trees lost at Mount Brown

Figure 2-10 and Figure 2-11 display the design at this location as presented at the Preferred Route Public Consultation (March 2020) and Preferred Route Public Consultation (November 2020). As displayed below whilst the design differs to that displayed in the General Arrangement drawings, tree loss was previously proposed as part of the design.

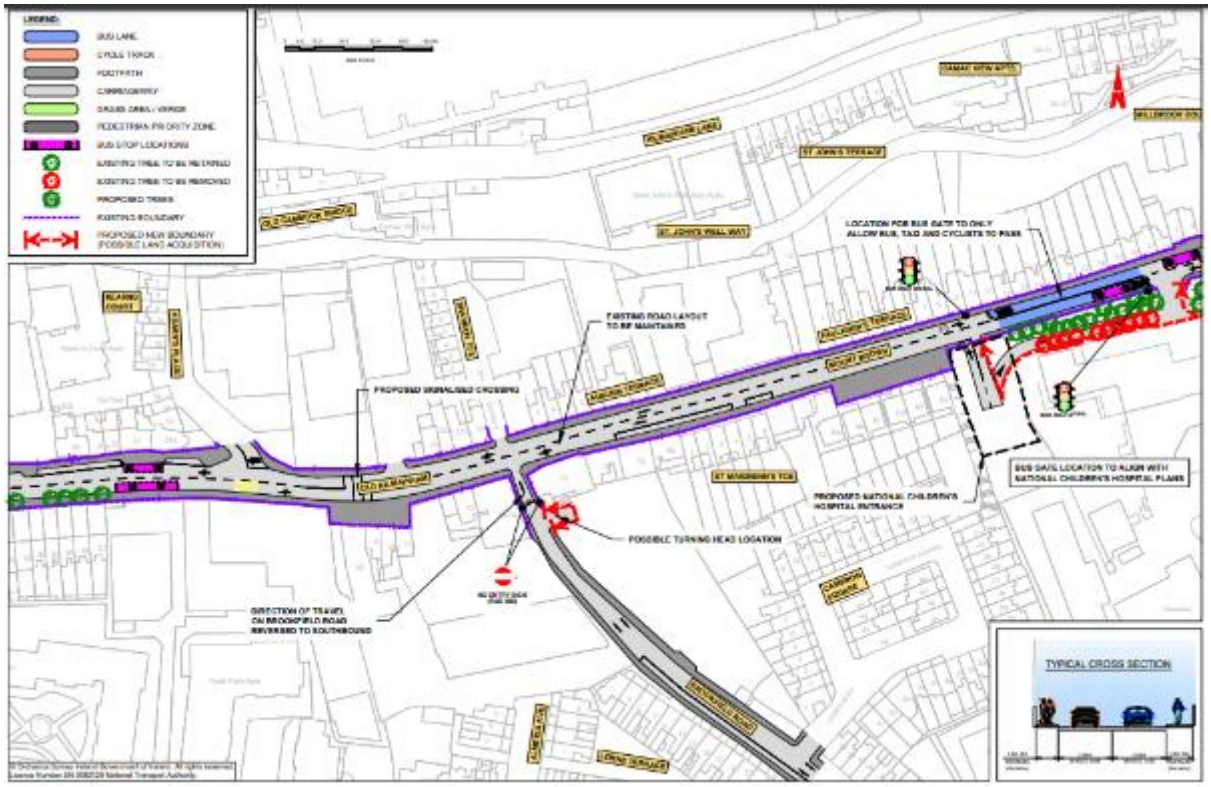


Figure 2-10: Extract from the Preferred Route Public Consultation Documents (March 2020)

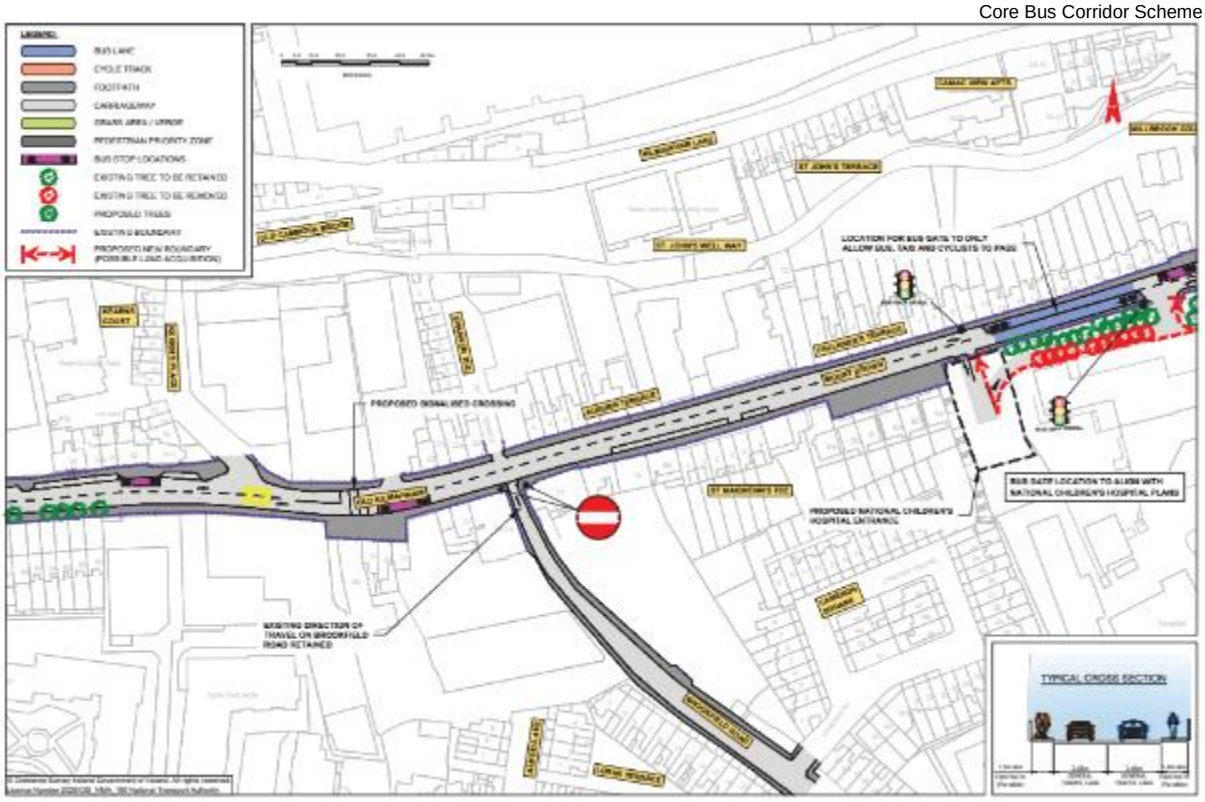


Figure 2-11: Extract from Preferred Route Public Consultation Documents (November 2020)

Following concerns raised during the public consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design was refined to reduce these impacts. The Bus Gate on Mount Brown was amended with the eastbound Bus Gate being relocated to the James's Street entrance to the hospital campus. The westbound Bus Gate location was retained but the length was shortened. The operational hours were also refined with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM, subject to on-going review based on prevailing traffic conditions and the goal of achieving the project objectives. This revised arrangement for the Bus Gate will allow access at all times to Ceannt Fort, the Children's Hospital, Adult hospital, and local area from all directions.

At this location a partial tree removal is proposed whilst some trees are retained. To partially mitigate the trees loss at this location, additional trees are proposed. In relation to tree loss adjacent to the hospital energy centre, specific efforts have been made in this area to reduce impact on private land and trees.

Despite the best efforts to protect trees, especially trees of a mature and significant stature there will be inevitable impacts on local trees. In total it is estimated that along the Proposed Scheme there will be 179 trees lost and 1,262m2 of woodland area removed. This loss has been addressed through mitigation and replanting efforts as outlined in the planting strategy in the PDR resulting in a substantial tree planting plan with a net increase of 354 additional semi-mature trees and 504m2 of woodland area along the Proposed Scheme.

2.1.4.6 Accuracy of traffic data

Summary of issue raised

One submission states that the traffic data was collated during lockdown and states it is disingenuous to provide this as an accurate reflection of traffic use.

Response to issue raised

It is highlighted that that a comprehensive traffic assessment has been carried out using a variety of modelling software packages as summarised in Diagram 6.3 of Chapter 6 Traffic & Transport of Volume 2 of the EIAR. Further detail on the transport model development process, the traffic data inputs used, the calibration, validation and forecast model development for the suite of transport

models can be found in the Transport Modelling Report, in Appendix A6.2 (Transport Modelling Report) and Appendix A6.3 (Junction Design Report) of Volume 4 of the EIAR.

Table 4.1 in Appendix A6.1 (Transport Impact Assessment Report) of Volume 4 of the EIAR which is represented below, presents an overview of the Junction Turning Counts and Automatic Traffic Counts collated to inform the modelling whilst Table 5.1 and 5.2 provide further details on the counts.

Table 2.3: Traffic survey overview - Extract of Table 4.1 presented in Appendix A6.1 (Transport Impact Assessment Report)

Table 4.1: Survey Overview

Survey Type	Company	Number	Date
JTC	IDASO LTD	84	Thu 28/11/2019, Thu 13/2/2020
ATC	IDASO LTD	10	21/11/2019 - 2/12/2019

As the traffic data was collected in November / December 2019 and February 2020, prior to the Government Covid announcement on 12th March 2020, it is considered that the traffic assessment contained in the EIAR, and the traffic data upon which it is based, represents a reasonable basis for the assessment.

2.1.4.7 Alleged error in drawings

Summary of issue raised

Submission 26 states that drawing number BCIDB-JAC-GEO-GA-0007-ZZ-OO-DR-CR-0024 does not reference a Bus Gate at the hospital entrance and considers it "*a fundamental omission and ought to render the application invalid".*

Response to issue raised

As indicated in the General Arrangement drawings, which are provided as Appendix 2 to Chapter 4 in Volume 3 of the EIAR, the bus lane markings and the necessary vehicle restrictions associated with the proposed bus gate are displayed on sheet 23 and 24 which are extracted below. As set out in Appendix A4.1 BusConnects Preliminary Design Guidance Booklet (PDGB) of the EIAR, a Bus Gate is a sign-posted short length of stand-alone bus lane.

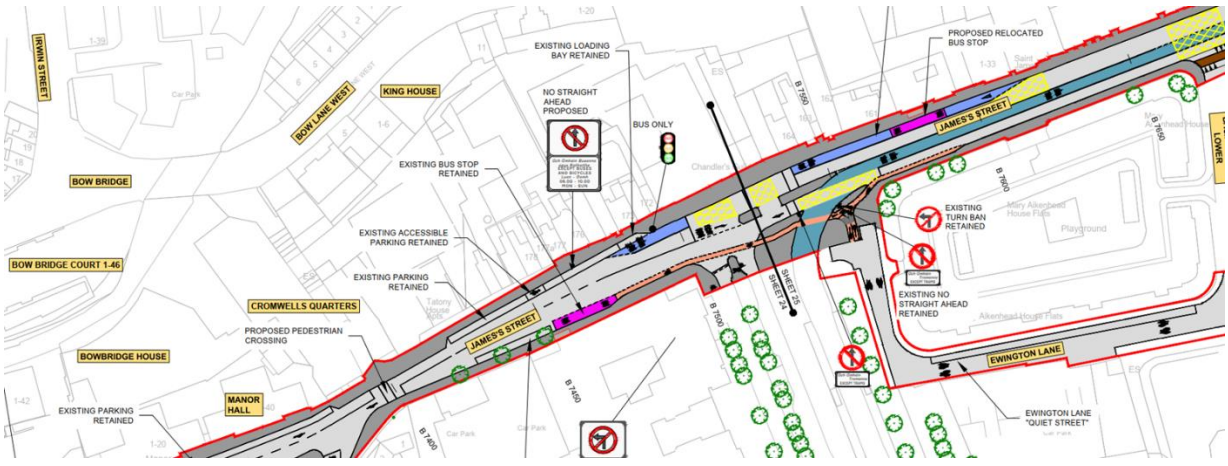


Figure 2-12: Extract from General Arrangement Drawings – Sheet 23 and 24

As stated in Chapter 4 (Proposed Scheme Description) Volume 3 of the EIAR:

"To maintain bus priority on Old Kilmainham / Mount Brown, it is proposed to provide a Bus Gate. Following concerns raised during the Non-Statutory Public Consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design was refined to reduce these impacts. The Bus Gate was amended with the eastbound Bus Gate being relocated to the James's Street entrance of the hospital campus. The westbound Bus Gate location was retained but the length was shortened. The operational hours were also refined with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM. This revised arrangement for

the Bus Gate will allow access at all times to Ceannt Fort, the Children's Hospital, Adult hospital, and local area from all directions."

2.2 Proposed Scheme at James's Street / Thomas Street / Cornmarket

2.2.1 Description of Proposed Scheme at this Location

As set out in Section 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, between the St. James's Hospital Entrance and the Junction with Bow Lane West, it is proposed to retain the existing road layout. From Bow Lane West to High Street, it is intended to provide continuous cycle tracks, a bus lane where possible and general traffic lane in both directions. The existing footways along this section are being retained. Bus priority is provided via a combinations of bus lanes, signals controlled priority and by the reduction in general traffic in the area as a result of the Bus Gate in Mount Brown.

At the Cornmarket junction the priority has been changed from High Street / Thomas Street to High Street / Bridge Street Upper. The junction has also been refined to remove the existing islands and provide improved walking and cycling facilities. The Proposed Scheme will join the City Centre traffic management regime at the junction with Nicholas Street and Winetavern Street.

Extracts from the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, are included below in Figure 2-13 to Figure 2-16.

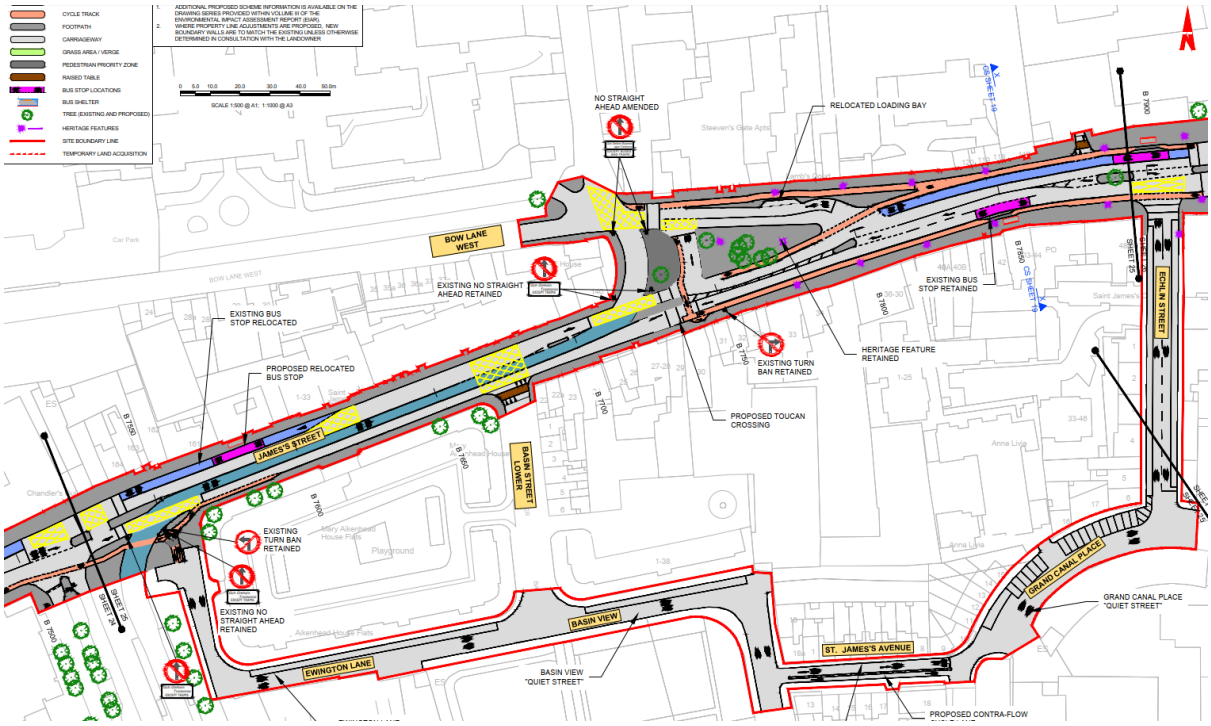


Figure 2-13: Extract 1 from General Arrangement Drawing

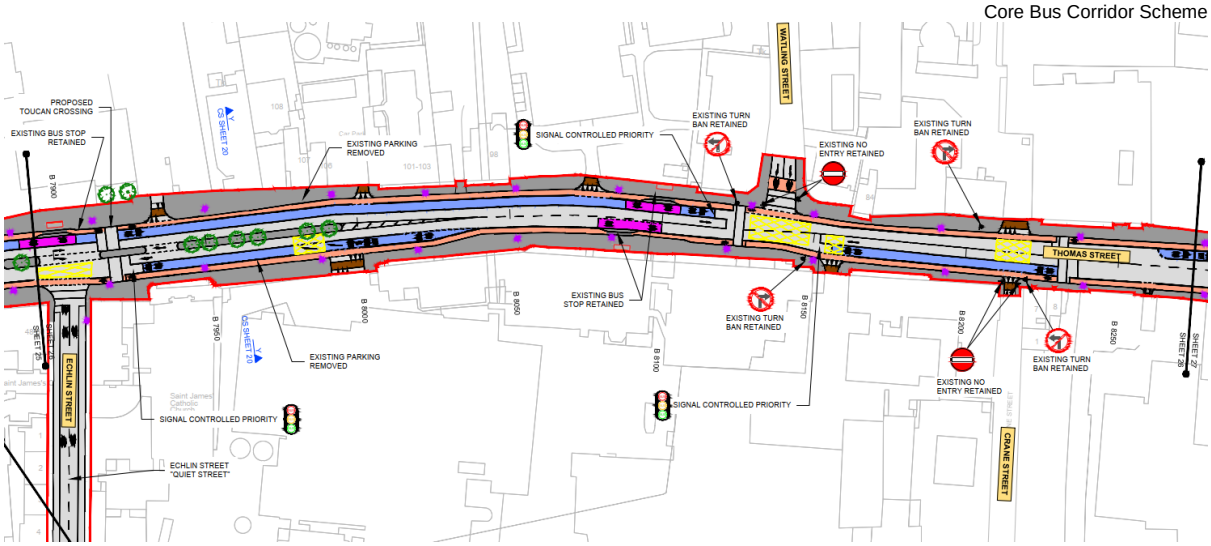


Figure 2-14: Extract 2 from General Arrangement Drawing

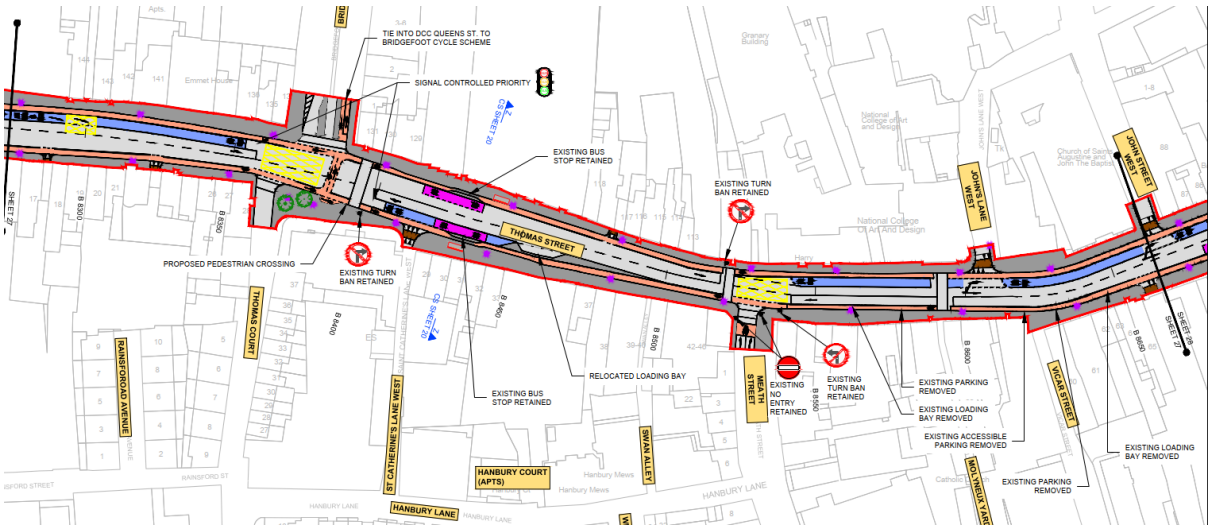


Figure 2-15: Extract 3 from General Arrangement Drawing

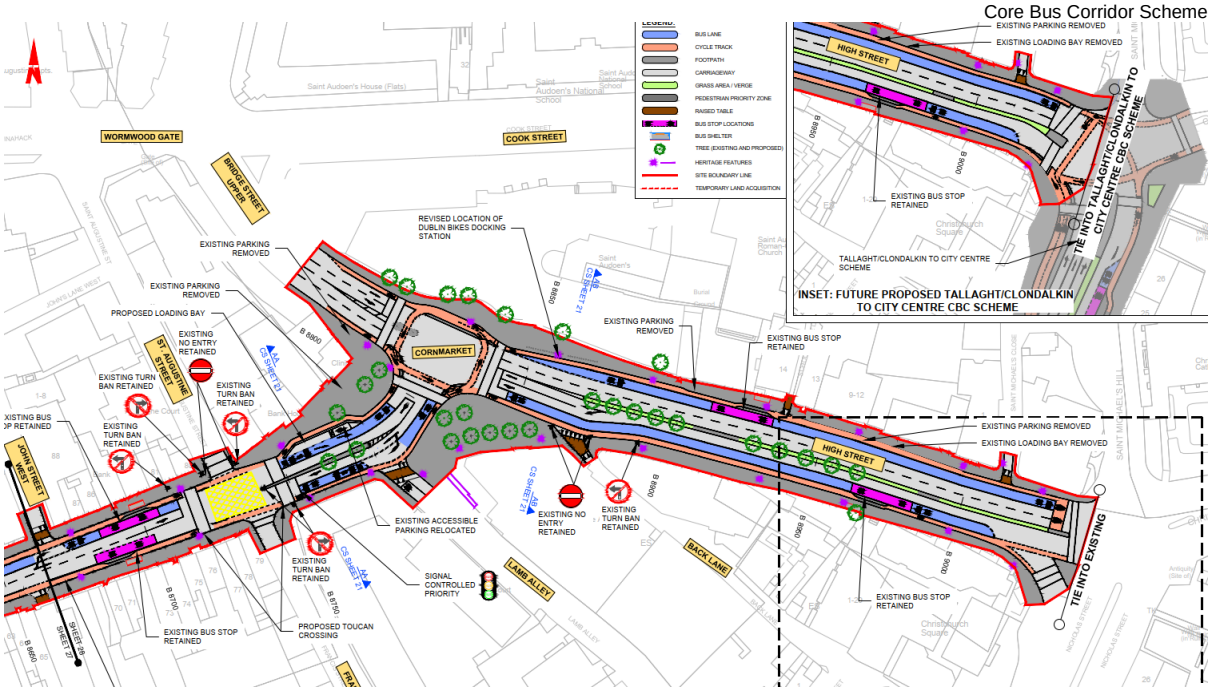


Figure 2-16: Extract 4 from General Arrangement Drawing

2.2.2 Overview of Submissions Received

Table 2.4 below lists the 5 individual submissions made in respect of the proposed scheme at James's Street / Thomas Street / Cornmarket.

Table 2.4: Submissions Made in Respect of James's Street / Thomas Street / Cornmarket

No	Name	No	Name	No	Name
10	Ballymore Group (1) *	15	Aidan Quigley	24	General Paints Group
11	Ballymore Group (2) *	20	Land Development Agency		
**Note that these submissions are identical in content*					

There were few common views between the submissions and as such, these have not been grouped by theme. A number of submissions (submission 10, 11 and 20) relate to developments proposals along James's Street / Thomas Street. These proposals are in the planning application stage/draft masterplan stage and therefore are not committed.

Other issues raised along this section include:

- Impacts to residential property; and
- Loss of parking.

2.2.3 10 – Ballymore Group and 11 – Ballymore Group

Note that the two Ballymore Group submissions are identical in content.

2.2.3.1 Overview of Submission

The submission is generally supportive of the scheme and the associated bus / cycle accessibility improvements. The submission requests that An Bord Pleanála include conditions requiring amendments to the scheme to improve access to the St James's Gate development masterplan proposals. This specifically relates to improving the access to the proposed development through

amendments to the footpath width (at St James's Gate), the inclusion of a set down location and alterations to the bus stop location.

Additionally, the submission highlights that as part of the St James's Gate development, it will be required to rearrange Dublin Bikes station and that this will be planned in conjunction with Dublin City Council and JC Decaux to take full account of the BusConnects proposals.

2.2.3.2 Response to issue raised

Ballymore Group's general support for the scheme and the accessibility improvements is noted and welcomed by the NTA.

The Proposed Scheme has been designed in the absence of a planning permission for an application for the lands at Guinness Brewery to the South of James Street at the time that the Proposed Scheme was lodged for planning to An Bord Pleanála on July 8th 2022. The planning application relating to lands at Guinness Brewery to the South of James Street, Dublin 8 was submitted by Marbelsand Holdings Limited (on behalf of Ballymore) on July 29th 2022 (DCC planning application reference 4588/22) with the decision date of September 22nd 2022 for additional information.

The NTA has met with Ballymore Group during the design process and have submitted comments on the application on September 1st 2022. As such the NTA have been aware of plans at this location.

The NTA notes that the requests made by Ballymore Group are not required in order to achieve the scheme objectives along this section of the corridor however will continue to work with developers subject to the conclusion of their planning process.

Access

The submission notes that the Proposed Scheme will *"prevent the required access to the development and more particularly to the building which fronts on to James' Street".*

It is recognised that in the submission the proposed Hotel Entrance is adjacent to the existing bus stop road markings whilst the bus shelter location is located approximately 7m to the east of the entrance steps. The methodology for assessing and refining the locations for the bus stops along the Proposed Scheme is summarised below. As part of the Proposed Scheme, it is not proposed to amend the location of the bus shelter and therefore access to this entrance will remain unchanged.

Presently the site is unused however it appears that access / egress by private vehicle is to the south (via Portland St West). The principle of vehicle and pedestrian access to / egress from the site is unchanged by the Proposed Scheme.

Footpath widening

Along Thomas Street, between Watling Street and Crane Street it is proposed to retain the existing footpath widths. Therefore, as displayed in Table 4-2 in the Preliminary Design Report provided as part of the Supplementary Information, the existing footpath width of between 2m and 1.8m at this location will be retained.

The NTA notes that the requests made by Ballymore Group are not required in order to achieve the scheme objectives along this section of the corridor however, subject to the proposed development receiving planning permission, the proposals to widen footpaths at this location are not considered to materially impact the Core Bus Corridor. The NTA will continue to work with developers subject to the conclusion of their planning process.

Set down location

In discussions with the respondent and as set out in the NTA's comments on the respondent's planning application (application reference 4588/22), the NTA has outlined that any changes to the bus stop location and / or the introduction of drop-off or lay-by facilities on this corridor would not be supported. As such, the NTA welcomes the applicant's proposal which does not include any changes of this nature to the public road.

Bus stop relocation

The methodology for assessing and refining the locations for the bus stops along the Proposed

Scheme has been summarised in Section 4.13 of the Preliminary Design Report, provided as part of the Supplementary Information.

In line with this, the basic criteria considered when locating bus stops are as follows:

- Driver waiting and passengers are clearly visible to each other;
- Located close to key facilities;
- Located close to main junctions without affecting road safety or junction operation;
- Located to minimise walking distance between interchange stops;
- Where there is space for a bus shelter;
- Located in pairs, 'tail to tail' on opposite sides of the road;
- Close to (and on exit side of) pedestrian crossings;
- Away from sites likely to be obstructed; and
- Adequate footway width.

A stand-alone document (Bus Stop Review Methodology) has also been developed to assist in this process and is included as an appendix (Appendix H) to the Preliminary Design Report.

The bus stop locations were reviewed at each stage of the design process with a view to ensuring that the objectives of the Proposed Scheme were met. As a result, it is proposed to retain the current stop at the existing location.

In discussions with the respondent and as set out in the NTA's comments on the respondent's planning application, the NTA has outlined that any changes to the bus stop location and / or the introduction of drop-off or lay-by facilities on this corridor would not be supported. The NTA notes that the requests made by Ballymore Group are not required in order to achieve the Proposed Scheme objectives along this section of the corridor however will continue to work with developers subject to the conclusion of their planning process.

Dublin Bike relocation

The NTA notes the respondents desire to relocate the Dublin Bikes stand. NOW dublinbikes is operated by Dublin City Council and any necessary amendments will require discussion with DCC. The NTA will continue to work with the developers subject to the conclusion of their planning process to ensure that the Proposed Scheme is into account.

2.2.4 15 – Aidan Quigley

2.2.4.1 Overview of Submission

The submission considers that the works will directly impact on their quality of life listing the following reasons:

- Air pollution;
- Noise pollution;
- Privacy concerns;
- Safety and security concerns; and
- Loss of property value.

2.2.4.2 Air pollution

Summary of issue raised

The submission raises their concerns regarding increases in air pollution associated with buses passing their property.

Response to issue raised

The impacts of the Proposed Scheme on air quality have been assessed and are reported in Chapter 7 Air Quality of Volume 2 of the EIAR, as set out below.

R810 Thomas Street contains key air quality sensitive receptors which are predominantly residential dwellings, within 50 to 100m of the road edge. In terms of operation, Section 7.6.2 of Chapter 7 Air Quality of Volume 2 of the EIAR states the air dispersion modelling assessment has found that the Proposed Scheme will be neutral overall in the study area.

Section 7.4.3.5 of Chapter 7 Air Quality of Volume 2 of the EIAR shows that the operational phase of the Proposed Scheme aims to decrease both urban bus and car emissions. Whilst urban bus emissions will already be low in the opening year (2028), by 2043 the projections show a slight decrease in bus emissions and half the emissions from cars in the region.

The significance of the changes in the concentration of each of the ambient receptors has been determined in the context of the TII significance criteria (TII 2011) and are summarised as follows:

- The majority of modelled receptors are estimated to experience a slightly beneficial impact due to the Proposed Scheme in terms of the annual mean NO2 concentration;
- The Proposed Scheme will be overall neutral in terms of annual mean PM10 concentrations, with all receptors experiencing a negligible impact;
- The Proposed Scheme will be overall neutral in terms of the annual mean PM2.5 concentration with all receptors experiencing a negligible impact; and
- In accordance with the EPA Guidelines (EPA 2017) the impacts associated with the Operational Phase traffic emissions pre-mitigation are overall neutral and long-term.

2.2.4.3 Noise pollution

Summary of issue raised

The submission raises their concerns regarding noise pollution from the construction works and the buses stopping / departing from the bus stop outside the respondent's apartment when in operation.

The submission also shares their concerns regarding noise pollution associated with people gathering at the bus stop, particularly at night.

Response to issue raised

The statement that buses will be stopping / departing from a bus stop outside the respondent's apartment appears to be a misunderstanding of the proposals. It is proposed for the bus stops at Cornmarket (such as bus stops 1938, 1999, 2001 and 1937) to be retained at their current locations. It is proposed for a loading bay and disabled parking bay to be relocated to the location referred to by the respondent as shown in Figure 2-17.

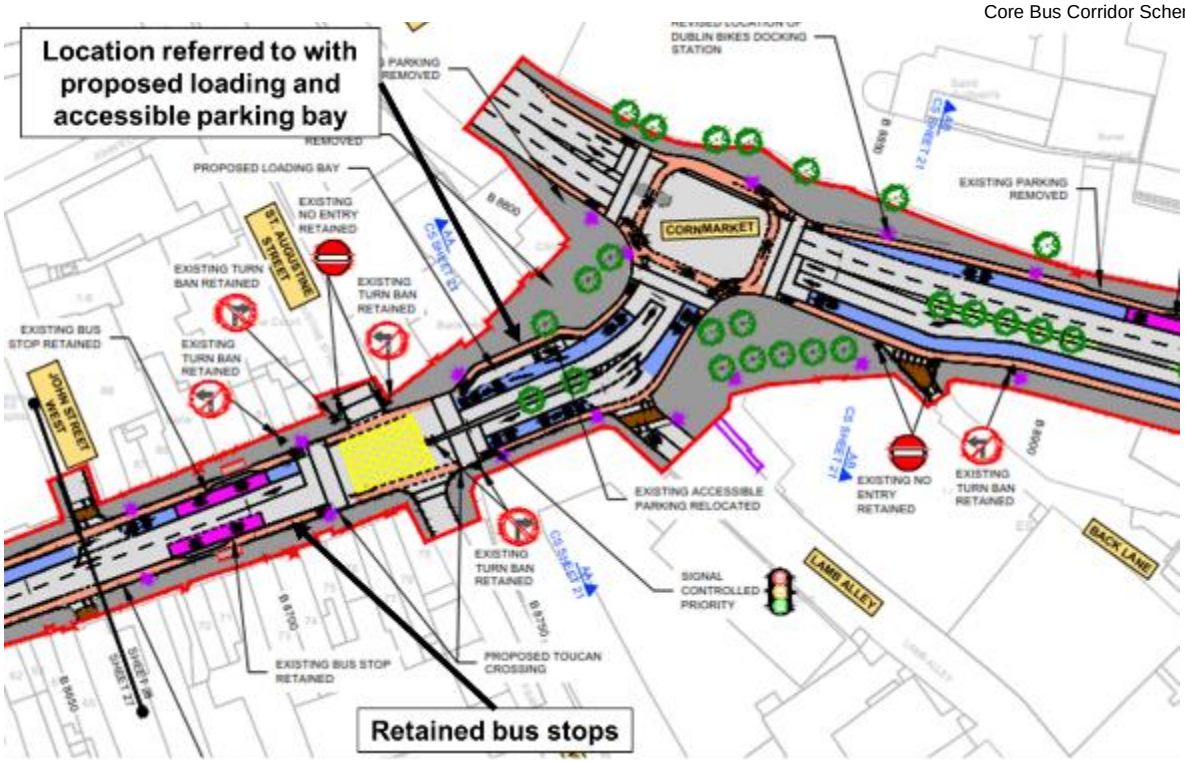


Figure 2-17: Cornmarket area displaying the changes in parking and bus stops.

The impacts of the Proposed Scheme on noise and vibration have been assessed and are reported in Chapter 9 Noise and Vibration of Volume 2 of the EIAR. The traffic noise impacts associated with the Proposed Scheme have fully considered any physical changes along the Proposed Scheme with potential to alter traffic noise levels, this can be positive or negative.

The study area for potential noise and vibration impacts during both Construction and Operational Phases relate to areas of potentially impacted noise sensitive locations (NSLs), which include areas where people spend significant periods of time and where concentration, sleep and amenity are important considerations. The key noise and vibration sensitive receptors in the vicinity of Cornmarket include residential dwellings around R810 Thomas Street, Cornmarket, and High Street within 50m to 100m of the road.

In terms of construction, Section 9.5.1 of the EIAR states that once the various mitigation measures are put in place, noise impacts will be generally negative, not significant to slight, temporary during all key construction phases.

In terms of operational impact, Section 9.5.2 of Chapter 9 of the EIAR states that once operational, there will be a neutral to positive direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the year of opening and the design year. In terms of bus stops, section 9.5.2.2 states that the impact assessment determined that noise impacts associated with existing bus stop locations will be neutral to positive, taking into account the expected transition to electric or hybrid city bus fleets, between the year of opening and the design year. The bus stops on Thomas Street do not cause any significant noise pollution. Therefore, no further noise mitigation measures have been proposed in line with bus stop noise mitigation.

As previously stated, the move towards electric and hybrid city bus fleets limits the long term noise of buses, reducing noise pollution around Cornmarket and Thomas Street. In the long term, Table 9.43 of Chapter 9 of the EIAR shows the predicted impact of traffic noise in the design year (2043) is direct ranging from a negative, not significant long-term impact to a positive, slight and long-term impact.

2.2.4.4 Privacy concerns

Summary of issue raised

The submission raises their concerns regarding privacy stating that their apartment would be directly within the eye level of passengers on double decker buses.

Response to issue raised

As outlined in Section 2.2.4.3, the statement that buses will be stopping / departing from a bus stop outside the respondent's apartment appears to be a misunderstanding of the proposals. It is proposed for the bus stops at Cornmarket (such as bus stops 1938, 1999, 2001 and 1937) to be retained at their current locations. It is proposed for a loading bay and disabled parking bay to be relocated to the location referred to by the respondent rather than a bus stop.

2.2.4.5 Safety and security concerns

Summary of issue raised

The submission raises their concerns regarding antisocial behaviour and congregation at the proposed bus stops and also raises concerns regarding the security of their bicycle which is usually locked on the street.

Response to issue raised

As outlined in Section 2.2.4.3, the statement that buses will be stopping / departing from a bus stop outside the respondent's apartment appears to be a misunderstanding of the proposals. It is proposed for the bus stops at Cornmarket (such as bus stops 1938, 1999, 2001 and 1937) to be retained at their current locations. It is proposed for a loading bay and disabled parking bay to be relocated to the location referred to by the respondent rather than a bus stop.

Section 10.2.1 of the EIAR Chapter 10 Population, and Appendix A10.2 to Chapter 10, assesses the Economic Impact of the Core Bus Corridors, which includes consideration of the impact of transport infrastructure on criminal activity.

The conclusion reached on page 25 is that *"the new infrastructure improvements should have a direct and immediate impact on crime along the corridors. It will provide better, safer and more visible bus stops whilst also improving the wider public realm infrastructure through investments such as improved street lighting. This will act as a direct deterrent to criminal activity and result in a reduction in crime. This in turn has been shown to encourage people onto the streets into the evening which will also support the night time economy in community centres."*

Section 10.4.4.1.1 of EIAR Chapter 10 Population considers the Community Amenity and for the James's Street community area this is assessed a Positive, Not Significant and Long-Term impact. Additional information in relation to the potential community impacts arising from crime and antisocial behaviour is set out in EIAR Chapter 10 Population Appendix A10.2 Economic Impact of the Core Bus Corridors, which notes the following:

'Good infrastructure has also been shown to have a positive impact on levels of crime, particularly low level crimes such as theft and vandalism. There is evidence from a wide range of studies that redesigned public realm, especially those which are better lit and more visible, see significant reductions in the level of crime.'

2.2.4.6 Loss of property value

Summary of issue raised

The submission raises their concerns regarding the reduction in their property value as a result of the reduced street parking availability.

Response to issue raised

At this location, as set out in Chapter 4 (Proposed Scheme Description) of the EIAR:

High quality urban realm is proposed at Cornmarket junction with significant junction redesign that will create additional space for the pedestrian environment. High quality granite paving with wide granite kerbs and a coordinated banding feature to visually tie both sides of the junction together are proposed. The outline of the historic city wall will be interpreted through a granite band on either side of the road. The south side of the junction will see a widened area of footway creating a shady plaza incorporating seating integrated with raised planters and new tree planting. Existing trees are to be

retained and, along with new wayfinding, cycle racks and street furniture, will enhance this area of urban realm and tourist route.

EIAR Chapter 10 Population includes Appendix A10.2 Economic Impact of the Core Bus Corridors. Section 3 on page 14 of the appendix discusses the envisaged impact of the Proposed Scheme on property prices along the route. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may in fact lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors.

The report notes:

"Evidence shows that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area."

and

"Residents along the corridors will also see a measurable increase in their quality of life, with evidence showing that residents are willing to pay more for an improved public realm."

Based on the above text above, it is believed that a combination of improved connectivity as a result of the dedicated public transport infrastructure being rolled out by the proposed scheme as well as public realm improvements, will not have a negative impact on values of residential properties at Cornmarket but are more than likely to contribute to an increase in property value along the proposed core bus corridor.

2.2.5 20 – Land Development Agency

2.2.5.1 Overview of Submission

The submission welcomes the improvements to public transport, cycle infrastructure and public realm associated with the Proposed Scheme. It notes that the Land Development Agency are currently preparing a masterplan for the Digital Hub lands (also known as the Pear Tree Crossing) located to the north and south of Thomas Street.

The submission requests that further consideration is given to enhancing permeability for pedestrians and cyclists crossing Thomas Street, notably at the existing crossing (east of Crane Street) to provide better pedestrian linkages to both sides of their site.

The submission requests that this enhancement of permeability and accessibility for pedestrians, is included as a condition which requires that the detailed design of the crossing on Thomas Street be agreed with the Land Development Agency.

2.2.5.2 Response to issues raised

Land Development Agency's general support for the scheme and the improved public transport, cycle infrastructure and public realm is noted and welcomed by the NTA.

The Proposed Scheme has been designed in the absence of a planning permission for an application for the Digital Hub masterplan at the time that the Proposed Scheme was lodged for planning to An Bord Pleanála on July 8th 2022.

As outlined in Chapter 6 Traffic and Transport of Volume 2 of the EIAR, pedestrian facilities are improved along this section of the Proposed Scheme, this includes increased and improved crossings at the Bridgefoot Street / Thomas Street / Thomas Court junction which improves the Level of Service at this junction from an E to a C.

The NTA notes that the requests made by Land Development Agency are not required in order to achieve the scheme objectives. The NTA will continue to engage with the relevant parties.

2.2.6 24 – General Paints Group

2.2.6.1 Overview of Submission

The submission shares their concerns on the amendments to parking layouts at Cornmarket, suggesting that the loss of parking will have a commercial impact to their business. The submission also suggests that the reduction of parking spaces, especially the five spaces outside the General Paints Group and two loading bays on Bridge Street, is contrary to the Dublin City Development Plan 2016-2022 and proposes alternative arrangements.

2.2.6.2 Response to issues raised

At this location, as set out in Chapter 4 (Proposed Scheme Description) of the EIAR:

High quality urban realm is proposed at Cornmarket junction with significant junction redesign that will create additional space for the pedestrian environment. High quality granite paving with wide granite kerbs and a coordinated banding feature to visually tie both sides of the junction together are proposed. The outline of the historic city wall will be interpreted through a granite band on either side of the road. The south side of the junction will see a widened area of footway creating a shady plaza incorporating seating integrated with raised planters and new tree planting. Existing trees are to be retained and, along with new wayfinding, cycle racks and street furniture, will enhance this area of urban realm and tourist route.

Chapter 10 Population of Volume 2 of the EIAR considers the potential community and economic impacts on the human population associated with the Construction and Operational Phases of the Proposed Scheme. These potential impacts can affect the way in which people live, work, relate to one another, organise to meet their needs and generally operate as members of society. The population assessment considers both social impacts on communities (community assessment) as well as economic impacts on commercial businesses (economic assessment). The assessment also considers the ways in which the Proposed Scheme will improve walking, cycling and bus facilities and is anticipated to encourage sustainable modes of transport, therefore reducing the demand for private vehicles / parking along the Proposed Scheme.

Section 10.4.3.2.1 sets out the economic assessment and commercial amenity assessment. The assessment is summarised in Table 10.13 where the community amenity residual impact on Cornmarket is identified as Neutral, Not Significant and Long-Term. The community accessibility assessment identifies the impact on Cornmarket as being Positive, Not Significant and Long Term for pedestrians, Positive, Not Significant and Long Term for Cyclists and Bus Users and Positive, Not Significant and Long Term for private vehicles.

As a whole, the Proposed Scheme will deliver positive impacts in terms of accessibility to community facilities and commercial businesses for pedestrians, cyclists and bus users during the Operational Phase. The Proposed Scheme is also expected to benefit individuals and businesses whose workers live along the corridor. It is noted that Appendix A10.2 of Volume 4 Appendices Part 2 of 2 of the EIAR, contains a report prepared by EY which outlines the economic impact of the Core Bus Corridors. In relation to impacts on local businesses, this report makes the following conclusions:

“Evidence from studies in Ireland and internationally suggest that reductions in the numbers of car journeys to the shops should not lead to a reduction in footfall as traders typically overestimate the importance of cars. Many shoppers are already arriving using sustainable transport options and therefore should be quick to take advantage of new transport options. There may be some disruption to business during the construction phase, however once the new routes are open footfall should return to normal and may in fact rise (see next three pages).

There is strong international evidence to suggest that the proposed improvements will lead to further increases in the use of sustainable transport. This should, in turn, more than compensate for reductions in visits by car users. Whilst spend per visitor may fall slightly, the overall spend rises due to the increased overall footfall. This effect should occur as soon as the new proposed routes open with shoppers choosing to make even more use of sustainable transport decisions. Whilst there is limited evidence of the impact during the construction work, none of the evidence suggested an increase in business insolvency or a departure of businesses from the area during construction works.

The construction of the new infrastructure, including cycle lanes, will result in the loss of commercial parking along the routes, however all of the evidence suggests that this will not lead to a loss of

business. In fact the reverse has been shown to occur in other countries, with more cyclists visiting a range of shops more often and spending more when suitable bike parking is made available. This does not appear to be only linked to major city centres, with many studies looking at a wide range of communities along transport routes. Increased safety due to reduced car traffic and protected cycle routes, alongside increased parking spaces for bicycles, should encourage a rapid shift to walking and cycling for all age groups.

By creating easy access to local village centres and reducing the level of car traffic in these areas, more people will be attracted to the area and also spend a longer amount of time in each visit. As a consequence, this is likely to have a positive impact on all local businesses along the routes, regardless of size or location. It will also create a nicer atmosphere and a greater sense of community. This impact will be rapidly felt and communities should begin to benefit as soon as the new infrastructure works have been completed."

As such, it is anticipated that the Proposed Scheme will have a positive impact on local businesses in the Cornmarket area, rather than a negative impact.

In developing the design of the Proposed Scheme, the NTA has balanced the need to provide parking and loading with the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through this area. As such, some parking and loading has been removed or relocated in close proximity to its current location.

Section 6.4.6.2.4.4 in Chapter 6 of Volume 2 of the EIAR, Traffic and Transport, sets out the impact on parking and loading within this section (Section 3 - Sarsfield Road to City Centre) of the Proposed Scheme. The following is noted in this regard:

'Along Section 3 of the Proposed Scheme there is an overall retention of 1,838 spaces compared to a loss of 102. The Proposed Scheme is considered to provide significant improvements to walking, cycling and bus facilities encouraging the use of sustainable modes of transport, which will ultimately reduce the demand for private car parking, nevertheless the loss of 110 parking and loading spaces is still expected to have a Negative, Slight and Long-term effect along Section 3 of the Proposed Scheme.'

Specifically relating to the four pay and display parking spaces (plus one disabled space) outside the General Paints Group and two loading bays on Bridge Street the following is noted in Chapter 6:

- *'The removal of four Pay and Display parking spaces along the R810 Cornmarket left turn slip road to provide bus priority and enhanced pedestrian and cyclist facilities. There are over 50 alternative parking spaces within 100m of this location on surrounding streets and therefore the impact of losing five spaces at this location is considered to have a Negligible and Long-term effect;'* and
- *'The provision of two loading bays the R810 Cornmarket left turn slip road. Taking cognisance of the removal of one loading bay between Thomas Court and Meath Street, the removal of five loading bays between Meath Street and Francis Street, and the removal of three loading bays between R810 Cornmarket and Winetavern Street along High Street, the impact of this gain is considered to have a Negligible and Long-term effect'.*

This negligible effect is considered acceptable in the context of the aim of the Proposed Scheme, to provide enhanced walking, cycling and bus infrastructure on this key access corridor.

The Proposed Scheme objectives align with the Dublin City Development Plan which places sustainable transport as a core principle in the future development of the city:

'Within the next 25 to 30 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture, and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.' (Emphasis added)

The alternative layouts parking layouts displayed in the submission are not considered to be appropriate / in keeping with the scheme objectives for the following reasons:

- Proposal for the relocation of parking: This proposal is considered to detract from the urban realm enhancements proposed at this location; and
- Proposal for the time plating of the loading bay: This proposal is not considered compatible as other business along the scheme, with varying delivery time requirements, will utilise the loading bays throughout the day.

2.3 Proposed Scheme at Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk

2.3.1 Description of Proposed Scheme at this Location

As set out in Section 4.5.1.1 of Chapter 4 of Volume of the EIAR, Proposed Scheme Description, along Coldcut Road (either side of the M50 bridge) it is proposed to provide a continuous bus lane, cycle tracks and an improved footway in each direction. As Coldcut Road crosses over the M50, the carriageway width is restricted. To overcome this restriction and maintain bus priority over this section, it is proposed to provide Signal Controlled Priority on both sides of the bridge crossing. The traffic signals at this location will be sequenced to ensure bus priority. To accommodate these changes, it is proposed to encroach on the green space to the east of the existing structure.

It is proposed to modify the Cloverhill Road and Kennelsfort Road junctions to provide improved facilities for cyclists and pedestrians. To accommodate these changes, it is proposed to utilise limited land take along the green space adjacent to Palmers Walk, Palmers Court and Palmers Drive.

An extract from the General Arrangement drawing set, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, is included below in Figure 2-18.

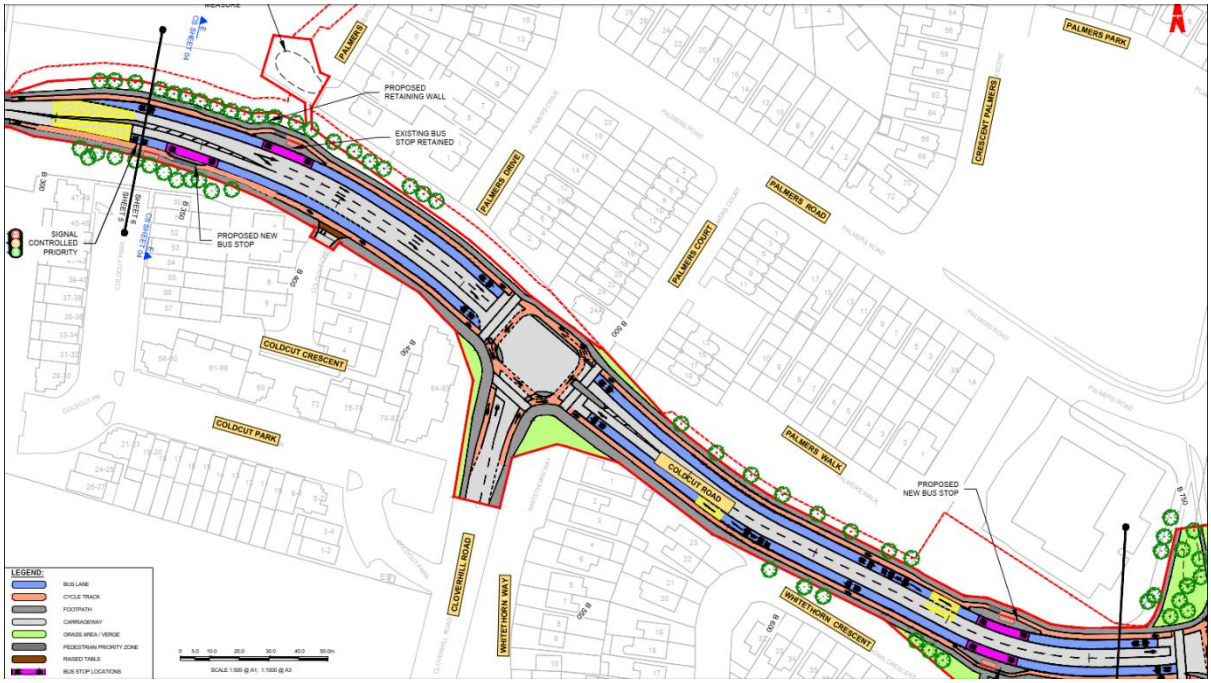


Figure 2-18: Extract 1 from General Arrangement Drawing

2.3.2 Overview of Submissions Received

Table 2.5 below lists the 4 individual submissions made in respect of the proposed scheme at Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk.

Table 2.5: Submissions Made in Respect of Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk

No	Name	No	Name	No	Name
1	Maria Bennett	5	Karen Maguire		
2	Kathleen O' Reilly	22	Noel Corr		

Note that submissions 1, 2 and 5 are submitted by separate respondents raising the same issues.

Issues raised are listed below and described in Section 2.1.3:

- Clarification on proposed boundary works;
- Increase in noise, pollution and vibration;
- Tree loss;
- Cycle parking;
- Potential for increase in antisocial behaviour; and
- Drainage attenuation measure.

2.3.3 Issues Raised

2.3.3.1 Clarification on proposed boundary works

Summary of issue raised

Submissions request clarification on the new boundary wall provided as part of the Proposed Scheme and request that it be the same height or higher than the existing perimeter.

Response to issue raised

The NTA note this clarification request.

Section 13.5 of the Preliminary Design Report, provided as part of the Supplementary Information, notes the following:

"To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a 'like for like' basis in terms of material selection and general aesthetics, unless otherwise noted on the drawings. Final details of boundary walls, gates, driveways and grassed areas where affected, will be agreed between the directly impacted landowners and the NTA. Final details of boundary walls, gates and driveways will be agreed between the affected landowners and NTA during the accommodation works negotiations."

EIAR Volume 2 Chapter 17 Landscape (Townscape) & Visual Section 17.5.2.1.2 shows a photomontage of the view from Coldcut Road looking west, showing the wall along Palmers Manor. Figure 17.2.2.1 shows the existing and proposed conditions of the road and states:

'Figure 17.2.2.1 shows the proposed view taken from Coldcut Road looking west along the road towards the junction with Cloverhill Road. The primary changes to the view are an overall widening of the road to the north, addition of two bus lanes, removal and reinstatement of the boundary wall on the right of the view and loss of vegetation in residential open space behind, and the creation of segregated cycle paths. Lighting columns are moved to align with the widened road. The new wall to the northern side of the road has a rendered finish and footpath surfacing changes from asphalt to poured concrete. There would be no perceivable change to the character of the view but there would be a slight change in visual amenity through loss of vegetation and an improvement in appearance of the northern wall on the right of the view.'

Figure 2-19 and Figure 2-20 show the photomontages for the existing and proposed conditions

Figure 2-19: Photomontage of Coldcut Road near Palmers Manor showing existing conditions

Figure 2-20: Photomontage of Coldcut Road near Palmers Manor showing proposed conditions

2.3.3.2 Increase in noise, pollution, and vibration

Summary of issue raised

Many of the submissions felt that the Proposed Scheme will give rise to an increase in noise, pollution and vibration as a result of traffic, 24 hour bus movements, pedestrian movements and the reduction of tree coverage. Submissions request mitigation measures to ensure no adverse consequences to quality of their lives.

Response to issue raised

The impacts of the Proposed Scheme on noise and vibration have been assessed and are reported in Chapter 9 Noise and Vibration of Volume 2 of the EIAR. The traffic noise impacts associated with the Proposed Scheme have fully considered any physical changes along the Proposed Scheme with potential to alter traffic noise levels.

The study area for potential noise and vibration impacts during both Construction and Operational Phases relate to areas of potentially impacted noise sensitive locations (NSLs), which include areas where people spend significant periods of time and where concentration, sleep and amenity are

important considerations. The key noise and vibration sensitive receptors in the vicinity of Palmers Manor include only residential properties within 50m to 100m from the road.

Section 9.5.1 of the EIAR states that during construction once the various mitigation measures are put in place, noise impacts associated with the Construction Phase will generally be negative, not significant to slight, temporary impact during all key construction phases.

In terms of operational impact, Section 9.5.2 of Chapter 9 of the EIAR states that once operational, there will be a neutral to positive direct impact along the Proposed Scheme due to a reduction in traffic volumes during both the year of opening and the design year. In terms of bus stops, section 9.5.2.2 states that the impact assessment determined that noise impacts associated with existing bus stop locations will be neutral to positive, taking into account the expected transition to electric or hybrid city bus fleets, between the year of opening and the design year. The bus stops do not cause any significant noise pollution. Therefore, no further noise mitigation measures have been proposed in line with bus stop noise mitigation.

As previously stated, the move towards electric and hybrid city bus fleets limits the long term noise of buses, reducing noise pollution around Cornmarket and Thomas Street. In the long term, Table 9.43 of Chapter 9 of the EIAR shows the predicted impact of traffic noise in the design year (2043) is direct ranging from a negative, not significant long-term impact to a positive, slight and long-term impact.

Table 9.43 (extracted in Table 2.6 below) displays the various assessment topics in the Operational Phase of the Scheme, stating the no mitigation measures are required within the Proposed Scheme due to the range of impacts identified.

Table 2.6: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures

Assessment Topic	Potential Impacts (Pre-Mitigation and Monitoring)	Mitigation	Predicted Impact (Post Mitigation and Monitoring)
Opening year (2028) traffic noise – Proposed Scheme	Direct, Positive, Slight, Short to Medium-Term to Direct, Negative, Not Significant to Slight, Short to Medium-Term	No mitigation measures required due to range of impacts identified	Direct, Positive, Slight, Short to Medium-Term to Direct, Negative, Not Significant to Slight, Short to Medium-Term
Opening year (2028) traffic noise – Surrounding road network	Indirect, Positive, Slight, Short to Medium-Term to Indirect, Negative, Moderate, Short to Medium-Term	No mitigation measures required due to range of impacts identified	Indirect, Positive, Slight, Short to Medium-Term to Indirect, Negative, Moderate, Short to Medium-Term
Design year (2043) traffic noise – Proposed Scheme	Direct, Positive, Slight, Long-Term to Direct, Negative, Not Significant, Long-Term	No mitigation measures required due to range of impacts identified	Direct, Positive, Slight, Long-Term to Direct, Negative, Not Significant, Long-Term
Design year (2043) traffic noise – Surrounding road network	Indirect, Positive, Slight, Long-Term, to Indirect, Negative, Slight, Long-Term	No mitigation measures required due to range of impacts identified	Indirect, Positive, Slight, Long-Term, to Indirect, Negative, Slight, Long-Term
Operational Vibration	Neutral, Not Significant, Long-Term	No mitigation measures required due to range of impacts identified	Neutral, Not Significant, Long-Term
Bus stops	Neutral, Not Significant, Long-Term	No mitigation measures required due to range of impacts identified	Neutral, Not Significant, Long-Term

2.3.3.3 Tree loss

Summary of issue raised

Submissions highlight the Proposed Scheme results in a loss of trees which “are important for the sequestration of carbon and contribute to the County’s action on climate”. Therefore, submissions request environmental mitigation.

Response to issue raised

Due to widening in the vicinity of Palmers Court, it is proposed to remove the front face of the tree group in this location. Following construction, front facing trees will be replaced. At Palmers walk, it is proposed to construct a new boundary wall which requires the removal of trees at this location.

Following the construction of this wall, new native hedgerow and trees are proposed as shown in Figure 2-20 above.

Despite the best efforts to protect trees, especially trees of a mature and significant stature there will be inevitable impacts on local trees. In total it is estimated that along the Proposed Scheme there will be 179 trees lost and 1,262m2 of woodland area removed. This loss has been addressed through mitigation and replanting efforts as outlined in the planting strategy in the PDR resulting in a substantial tree planting plan with a net increase of 354 additional semi-mature trees and 504m2 of woodland area along the Proposed Scheme.

With regards to the climate implications, Section 2.3 of Chapter 2 of the EIAR (Need for the Proposed Scheme), sets out the policy context for the Proposed Scheme. This includes commentary about how the Proposed Scheme supports the Climate Action Plan 2021:

"In regard to modal shift the Climate Action Plan 2021 sets out that: 'The proposed pathway in transport is focused on accelerating the electrification of road transport, the use of biofuels, and a modal shift to transport modes with lower energy consumption (e.g. public and active transport)'."

Chapter 8 Climate in Volume 2 of the EIAR has considered the potential climate impacts (both positive and negative) associated with the construction and operational phases of the Proposed Scheme. During the construction phase it is noted that there will be a Negative, Significant and Short-term impact. During the operational phase it is noted that there will be a Neutral and Permanent impact. Furthermore, Chapter 3 states:

'The Proposed Scheme achieves the project objectives in supporting the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets. The Proposed Scheme has the potential to reduce GHG emissions equivalent to the removal of approximately 15,100 and 15,700 car trips per weekday from the road network in 2028 and 2043 respectively. This represents a significant contribution towards the national target of 500,000 additional trips by walking, cycling and public transport per day by 2030 as outlined as a target in the 2021 Climate Action Plan (CAP) (DCCAE 2021). It is concluded that the Proposed Scheme will make a significant contribution to reduction in carbon emissions.'

2.3.3.4 Cycle parking

Summary of issue raised

Submissions consider there to be limited bike parking proposals at bus stops and request additional cycle parking be accommodated throughout the Proposed Scheme.

Response to issue raised

As set out in Supplementary Information Preliminary Design Report Sections 4.11.6 and 4.13 bike racks will generally be provided, where practicable, at island bus stops and key additional locations. The island bus stop and key additional cycle parking locations are noted in the Landscape General Arrangement drawings in Volume 3, Chapter 4 Section 5 of the EIAR.

With regards to cycle parking, 417 spaces are currently provided. The Proposed Scheme will increase provision by 148% to a total of 1017 spaces across the entire corridor.

2.3.3.5 Potential for increase in antisocial behaviour

Summary of issue raised

One submission raises that the reduction in tree cover and the relocation of the footpath, cycle lanes, bus lane and road closer to properties on Palmer Lawn could increase anti-social problems.

Response to issue raised

As set out in the response in Section 2.3.3.1 and displayed in the Landscape General Arrangement Drawings in Volume 3, Chapter 4 Section 5 of the EIAR, the boundary wall will be reinstated and where trees are removed, new tree planting will be provided. The reinstated boundary wall and trees are displayed in Figure 2-21.

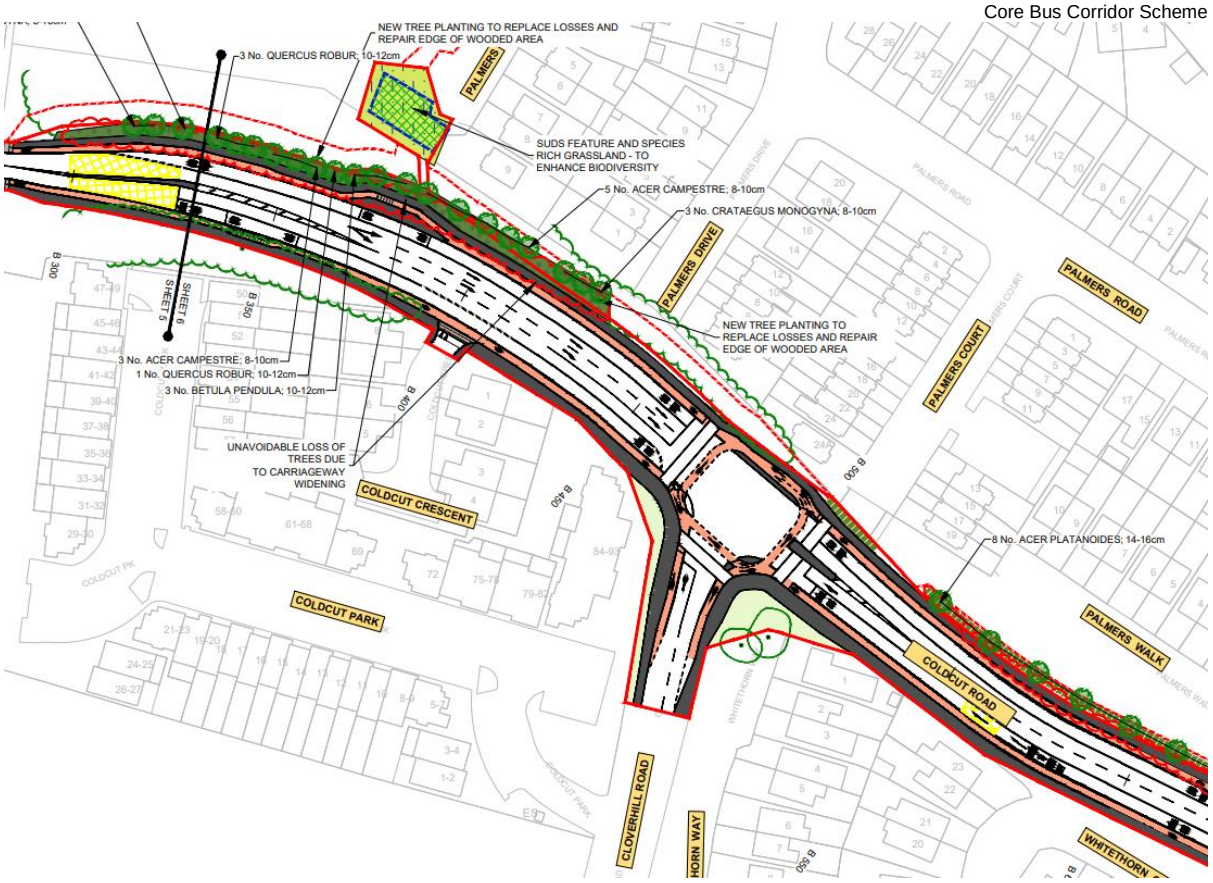


Figure 2-21: Extract from Landscape General Arrangement Drawings

Section 10.2.1 of the EIAR Volume 2 Chapter 10 Population, and Appendix A10.2 to Chapter 10, assesses the Economic Impact of the Core Bus Corridors, which includes consideration of the impact of transport infrastructure on criminal activity. The conclusion reached on page 25 is that *"the new infrastructure improvements should have a direct and immediate impact on crime along the corridors. It will provide better, safer and more visible bus stops whilst also improving the wider public realm infrastructure through investments such as improved street lighting. This will act as a direct deterrent to criminal activity and result in a reduction in crime. This in turn has been shown to encourage people onto the streets into the evening which will also support the night time economy in community centres."*

Section 10.4.4.1.1 of EIAR Volume 2 Chapter 10 Population considers the Community Amenity and for the community areas between Liffey Valley and Le Fanu Road this is assessed a Positive, Moderate and Long-Term impact. Additional information in relation to the potential community impacts arising from crime and antisocial behaviour is set out in EIAR Chapter 10 Population Appendix A10.2 Economic Impact of the Core Bus Corridors, which notes the following:

- *Good infrastructure has also been shown to have a positive impact on levels of crime, particularly low level crimes such as theft and vandalism. There is evidence from a wide range of studies that redesigned public realm, especially those which are better lit and more visible, see significant reductions in the level of crime.*
- *A study from Los Angeles in the late 1990s discovered that the location and visibility of bus stops can have an impact on crime. Where bus stops were clearly visible, offered shelter to the user and were on streets with high levels of vehicle traffic, criminal activity was less common. In contrast, crime rates were found to be higher if the bus stop was at an intersection with an alley, next to off-licences, cashpoint services, vacant buildings or on-street parking, or in areas where there was a lot of graffiti and litter.*

The NTA document: Permeability in Existing Urban Areas Best Practice Guide 2015, referenced in the Dublin City Development Plan (as mentioned in response to issue i) supports this assessment. This policy guidance states that *"a higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for*

pedestrians and cyclists, this enhanced safety can be provided". The document goes on to state that *"If people have a higher tendency to walk and cycle around their neighbourhood, they are more likely to meet each other. Often it is these meetings which give a sense of community more than formal arrangements and a greater sense of community is often cited as a key requirement in addressing many anti-social behaviour problems in Irish urban areas."* This is directly applicable to the proposed cycling and walking improvements along Coldcut Road.

2.3.3.6 Drainage attenuation measure

Summary of issue raised

One submission raises concerns about the drainage attenuation measure at Palmers Lawn and raises questions regarding the maintenance of the land, the alternative options (non-invasive water run-off methods) and safety during construction. The submission also states that the drainage attenuation measures will be located less than 1m from the boundary wall of a residential property (9 Palmers Lawn) and questions whether the measure could be further from properties.

Response to issue raised

The design at this location proposes a dry detention basin rather than an underground tank. The proposed location for the dry detention basin has been identified as the most optimum location in terms of connecting to the drainage system on Coldcut Road and connecting into the existing drainage network in Palmers Lawn. The dry detention basin has been located in the green area of Palmers Lawn due to the lack of available space on Coldcut Road.

The dry detention basin will form a gentle depression in the green area as shown on the drainage design drawings and will be approximately 0.6m deep with gentle slopes on the edges. The dry detention basin will be dry for the majority of the year and will only collect water during a major storm event.

2.4 Proposed Scheme at Sarsfield Road / Grattan Crescent / Emmet Road

2.4.1 Description of Proposed Scheme at this Location

As set out in Section 4.5.3.1 in Chapter 4 of Volume 2 of the EIAR, Proposed Scheme Description, it is proposed to change Memorial Road from one way to two way for general traffic. Eastbound traffic will also be able to turn right from the Chapelizod Bypass to Memorial Road. It is intended to provide a cycle track in both directions on Memorial Road. On Inchicore Road, between Memorial Road and Grattan Crescent, it is proposed to retain the existing lane configuration. The junction of Grattan Crescent / Sarsfield Road / Inchicore Road will be upgraded to provide better walking and cycling facilities. The improved cycle facilities at this junction also facilitate the primary cycle route 7A which travels along Sarsfield Road and Inchicore Road and provides an alternative quite street cycle route to the city centre before re-joining the corridor at Bow Lane.

On Grattan Crescent, it is proposed to provide bus lanes in both directions and one general traffic lane in a southbound direction. Northbound traffic will be permitted up to the junction with the Córas Iompair Éireann (CIÉ) Inchicore Works to maintain local access. The existing footway will be widened, and a new crossing will be provided between Grattan Crescent Park and Inchicore National School and the existing mature trees will be retained. Several of the car parking spaces adjacent to the entrance to Grattan Park will be retained. This design has been implemented following feedback received as part of the non-statutory public consultation carried out on the Emerging Preferred Route (EPR) published in January 2019 where the local community raised concerns with the proposals to widen Grattan Crescent and remove the mature trees.

At the junction of Emmet Road and Tyrconnell Road, general traffic turning right from Emmet Road to Grattan Crescent will be for access to the CIÉ Inchicore Works only.

Between St. Vincent's Street West and South Circular Road, it is proposed to reconfigure Emmet Road to provide a bus lane and general traffic lane in both directions. To facilitate this wider road configuration some local on street parking will need to be removed, but the focus has been to retain as much of the existing parking as possible.

Extracts from General Arrangement Drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, are included below in Figure 2-22 and Figure 2-23.

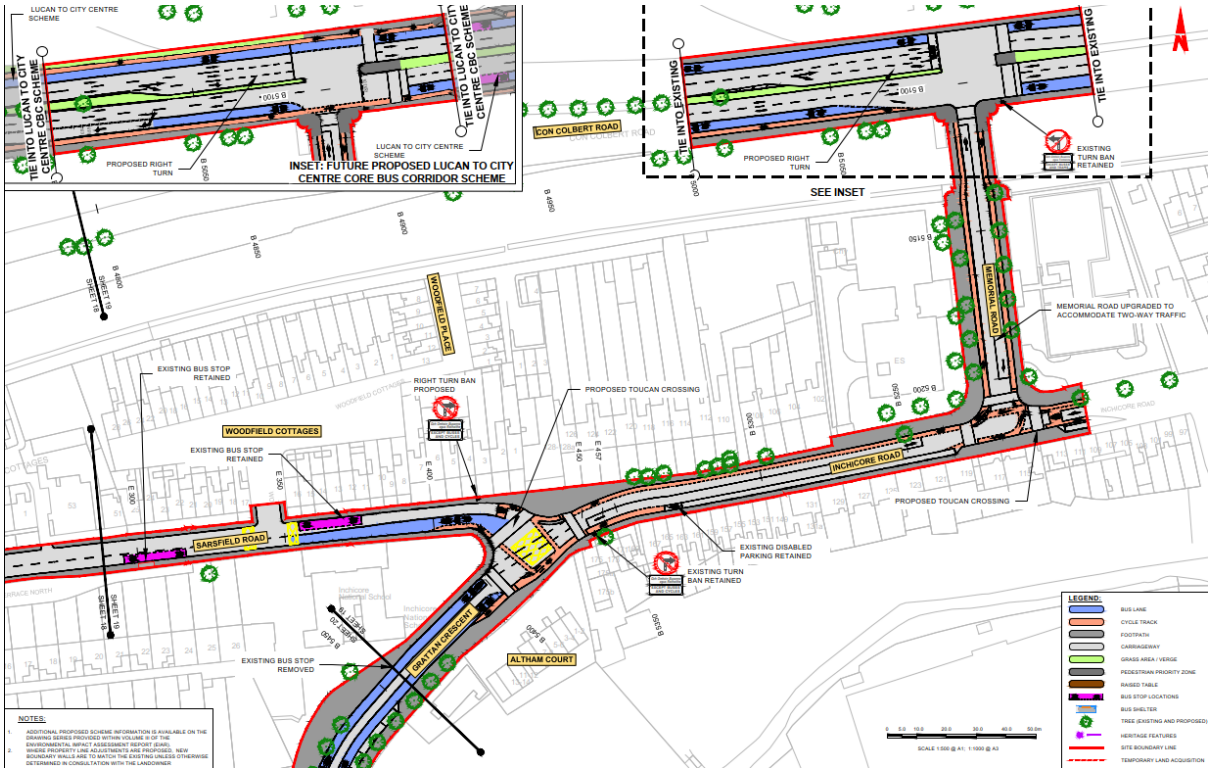


Figure 2-22: Extract 1 from General Arrangement Drawing

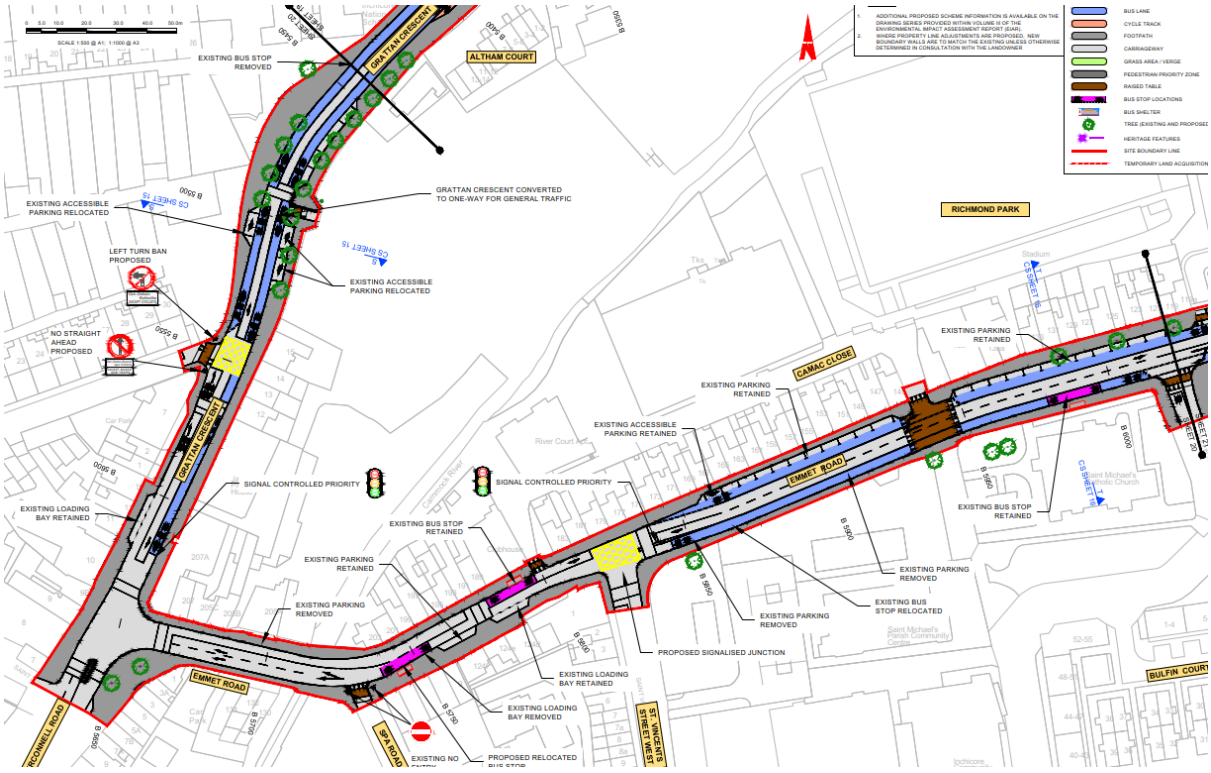


Figure 2-23: Extract 2 from General Arrangement Drawing

2.4.2 Overview of Submissions Received

Table 2.7 below lists the 2 individual submissions made in respect of the Proposed Scheme at Sarsfield Road / Grattan Crescent / Emmet Road.

Table 2.7: Submissions Made in Respect of Sarsfield Road / Grattan Crescent / Emmet Road

No	Name	No	Name	No	Name
12	Lauren Tuite	13	Kevin Baker		

Issues raised are listed below and described in Section 2.4.3:

- Cycle Parking Removal;
- Street trees/ Planters;
- Footpath Treatment;
- Cycle Infrastructure;
- Fit with Policy; and,
- Lighting Proposal

2.4.3 Issues Raised

2.4.3.1 Cycle parking removal

Summary of issue raised

The submissions set out their concerns in relation to the removal of cycle parking on Emmet Road stating they believe it will impact local businesses. It notes that the planning permission for 122/124 Emmet Road contains a condition to install two additional Sheffield stands in the location it is proposed to narrow the footpath. Submissions suggested removing car parking to provide cycle parking.

Response to issue raised

As set out in Supplementary Information Preliminary Design Report Sections 4.11.6 and 4.13 bike racks will generally be provided, where practicable, at island bus stops and key additional locations. The island bus stop and key additional cycle parking locations are noted in the Landscape General Arrangement drawings in Volume 3, Chapter 4 Section 5 of the EIAR. As shown in the Landscape Arrangement drawings, new cycle parking is proposed along Emmet Road which will substantially increase the cycle parking along this section of the Proposed Scheme.

With regards to cycle parking, 417 spaces are currently provided. The Proposed Scheme will increase provision by 148% to a total of 1,017 spaces across the entire corridor.

In delivering a feasible scheme which achieves this stated aim, the NTA has had to balance a number of often-competing factors. Specifically at this location it has been required to balance the need to provide parking and loading within the constrained location with the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through this area.

2.4.3.2 Street trees / planters

Summary of issue raised

Submission suggest that additional greening should be provided along Emmet Road. Submission 12 specifically suggests that street trees should be provided along Emmet Road between St Vincent Street West and Tyroconnell Road.

Submission 12 notes concern over potential risk to mature trees along Emmet Road in the vicinity of Turvey Avenue and the loss of tree planters and benches provided by the Inchicore Environmental Group.

Response to issue raised

As stated in the Preliminary Design Report, new street trees are proposed where footways are wide enough and below-ground services allow. The constraints at this location limit additional greening opportunities. It is noted that as displayed in the Landscape General Arrangement Drawings, new trees are proposed along Emmet Road between Camac Close and Turvey Avenue.

Despite the best efforts to protect trees, especially trees of a mature and significant stature there will be inevitable impacts on local trees. In total it is estimated that along the Proposed Scheme there will be 179 trees lost and 1,262m2 of woodland area removed. This loss has been addressed through mitigation and replanting efforts as outlined in the planting strategy in the PDR resulting in a substantial tree planting plan with a net increase of 354 additional semi-mature trees and 504m2 of woodland area along the Proposed Scheme.

With regards to the tree planters, these modular components can be moved, and we will endeavour to integrate these into the proposals where practicable.

2.4.3.3 Footpath treatment

Summary of issue raised

The submissions set out their concerns in relation to the narrowing of the footpath to accommodate additional parking spaces along Emmet Road and the potential impacts to businesses.

Submission 12 highlighted that some minor road junctions are not proposed to provide priority for pedestrians and shared concerns that many do not currently have appropriate dropped kerbs.

Response to issue raised

It is acknowledged that in order to facilitate the Proposed Scheme, it will be necessary to reduce footpath widths along Emmet Road in some locations. This is required to facilitate dedicated bus priority and, in some cases, to provide allocated residential parking that has been relocated or reduced. It is noted that the footpath where the additional parking spaces are proposed will not be reduced to less than the desirable minimum width of 2m.

In delivering a feasible scheme which achieves this stated aim, the NTA has had to balance a number of often-competing factors. Specifically at this location it has been required to balance the need to provide parking and loading within the constrained location with the objectives of the Proposed Scheme to provide high quality public transport, cycling and walking facilities through this area.

The Level of Service (LoS) assessment presented in Chapter 6 Traffic and Transport of Volume 2 of the EIAR highlights the improvements in this area as a result of the Proposed Scheme with the Level of Service for pedestrians increasing at Grattan Crescent / Emmet Road / Tyrconnell Road junction, Emmet Road / Spa Road junction, Emmet Road / St Vincent's Street West junction, Emmet Road / Myra Close junction, Emmet Road / Turvey Avenue / Luby Road junction and at the two pelican crossings. At minor junctions along this section, raised tables are proposed across side streets to provide pedestrian priority. This will improve pedestrian accessibility and include the provision of adequate tactile paving, dropped kerbs and road markings in accordance with current guidance on these arms.

2.4.3.4 Cycle infrastructure

Summary of issue raised

Submission 12 shared that many cyclists currently use the footpaths rather than the existing shared bus lane along Emmet Road. They expressed concerns that narrowing the existing footpath would create a safety issue and that they believed the shared bus and cycle lane along Emmet Road will exclude many cyclists. The submission suggests reducing traffic lanes / car parking to retain footpath width.

Response to issue raised

The NTA recognises the importance of accommodating the full range of cycles to ensure routes are accessible to all cyclists. Notwithstanding this aspiration, it is acknowledged that the Proposed Scheme is to be delivered in constrained urban environments, and the delivery of a segregated cycle track may not always be practicable.

The majority of Emmet Road is not included within the Primary or Secondary Cycle Network (as highlighted in Figure 2-24 below). Emmet Road intersects with the following Cycle Routes:

- 7A and SO1 at the Emmet Road / South Circular Junction; and
- NO1 at the Emmet Road / Bulfin Road Junction.

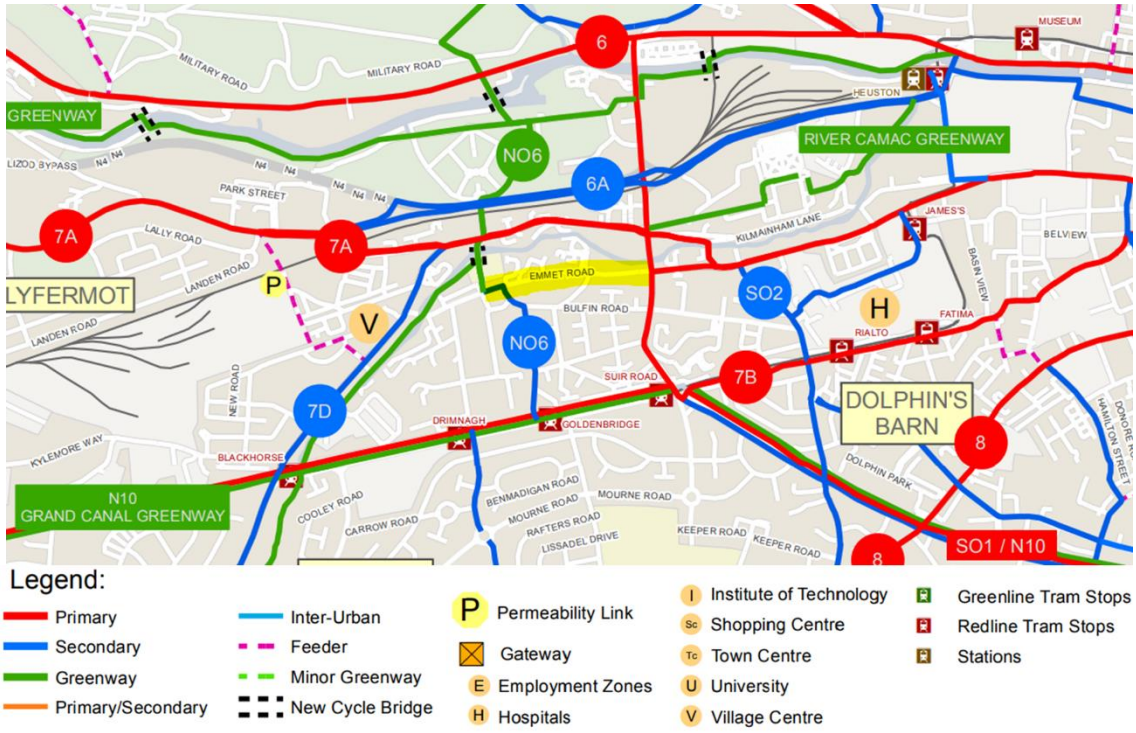


Figure 2-24: Extract from GDA Cycle Network Plan Maps

Section 3 of the Preliminary Design Report provided in the Supplementary Information notes the junction of Grattan Crescent / Sarsfield Road / Inchicore Road will be upgraded as part of the Proposed Scheme to provide better walking and cycling facilities. The improved cycle facilities at this junction also facilitates the primary cycle route 7A which travels along Sarsfield Road and Inchicore Road and provides an alternative cycle route to the city centre before re-joining the corridor at Bow Lane.

As set out in the Chapter 6 Traffic and Transport of Volume 2 of the EIAR, '*although no bespoke cycle provision is offered… local bus gates will reduce through traffic creating an environment more conducive to cycling'*.

The removal of a general traffic lane along Emmet Road was considered as part of the Liffey Valley to Christchurch Core Bus Corridor Options Study which is contained in Appendix F of the Preferred Route Option Report but was ruled out. The removal of a general traffic lane would also not have provided sufficient space required to implement protected cycle tracks in both directions along Emmet Road.

The Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information, do not highlight any safety issues with the proposed arrangement in this regard.

2.4.3.5 Fit with policy

Summary of issue raised

Submission 12 stated that they believe the proposals at Emmet Road is contrary to current transport policies and strategies, including the National Planning Framework, National Development Plan, National Investment Framework for Transport in Ireland, The Road Safety Strategy 2021-2030, Climate Action Plan 2021 and Transport Strategy for the Greater Dublin Area 2016-2035.

Response to issue raised

The application documentation submitted to An Bord Pleanála demonstrates that the proposed new bus stops on Emmet Road as well as the relocation and removal of parking facilities is consistent with, and supports elements of, international policy, European Union (EU) law and policy, national policy, regional policy and local policy as set out in the Appendix A2.1 (Planning Report) of Volume 4 of the EIAR.

At all policy levels, including those mentioned in the submission, the importance of public transport, active travel and the local economy is expressed. The issues within the submission and how the Proposed Scheme and alterations made in this location support these policies is outlined below.

Table 2.8: International Policy & EU Law and Policy

International Policy, EU Law & Policy	How the proposed Scheme at Emmet Road supports the policies identified in EIAR Chapter 2
United Nations 2030 Agenda	Section 2.3.2.1 of the EIAR Volume 2 Chapter 2 describes how the 2030 Agenda aims to deliver a more sustainable, prosperous, and peaceful future for the entire world, and sets out a framework for how to achieve this by 2030. This framework is made up of 17 Sustainable Development Goals (SDGs) which cover the social, economic, and environmental requirements for a sustainable future. Section 2.3.2.1. notes that SDGs 9 and 11 are relevant to the Proposed Scheme as follows: Goal 9: Build resilient infrastructure, promote inclusion and sustainable industrialization and foster innovation; Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all. Goal 11: Make cities and human settlements inclusive, safe, resilient, and sustainable Target 11.2 By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. Section 2.3.2.1 of the EIAR Volume 2 Chapter 2 assesses that 'the need for the Proposed Scheme is supported by the goals and targets set out in the relevant SDGs. It will provide for enhanced walking, cycling and bus infrastructure, which will subsequently enable more efficient, safe and integrated sustainable transport movement along this corridor.' **As part of the Proposed Scheme, the proposed changes to Emmet Road will provide access to bus infrastructure for all, providing key walking opportunities, enable access to sustainable transport, and reduce the distances to said transport for those in vulnerable situations, children, persons with disabilities and older persons.**
Sustainable and Smart Mobility Strategy 2020 (EU Commission 2020)	Section 2.3.2.1 of the EIAR Volume 2 Chapter 2 describes how this EU strategy sets out a number of goals as to how people will move within and between cities in the future and explains how the strategy has identified 82 initiatives which have been categorised into 10 'flagships.' The flagship relevant to the Proposed Scheme is 'Flagship 3 – Making interurban and urban mobility more sustainable and healthier'. This flagship states that: 'increasing the modal shares of collective transport, walking and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people. Cities are and should therefore remain at the forefront of the transition towards greater sustainability.' Section 2.3.2.1 of the EIAR Volume 2 Chapter 2 assesses that 'the need for the Proposed Scheme is supported by the objectives of the EU's Sustainable and Smart Mobility Strategy through significant investment in cycle and pedestrian infrastructure, in

	addition to bus priority, along the route of the Proposed Scheme, thereby supporting and encouraging growth in active travel and sustainable public transport usage.' **The addition of bus lanes on Emmet Road will increase the modal shares of collective transport, contributing to Flagship 3.**
European Green Deal (EDG) 2019	Section 2.3.2.2 of the EIAR Volume 2 Chapter 2 describes how the EDG indicated the European Commission adopted a communication entitled 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future'. Section 2.3.2.2 of the EIAR Volume 2 Chapter 2 states that 'This Strategy has the objective of 'accelerating the shift to sustainable and smart mobility' and requires that, '[t]he EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas'. It is noted that pollution is concentrated the most in cities and that a combination of measures is needed which includes 'improving public transport and promoting active modes of transport such as walking and cycling.' The Proposed Scheme is necessary, in conjunction with a range of other initiatives, to attain the objectives of the European Green Deal, through significant investment in cycle and pedestrian infrastructure, in addition to bus priority, thereby supporting and encouraging growth in active travel and sustainable public transport usage'. **The changes for the Proposed Scheme on Emmet Road will support the growth of public transport usage and the increase of active travel.**

Table 2.9: National Policy

National Policy	How the proposed Scheme at Emmet Road supports the policies identified in EIAR Chapter 2
Project Ireland 2040 – National Planning Framework (NPF) & National Development Plan (NDP) 2021-2030	Table 2.3 of Section 2.3.3.4 of the EIAR Volume 2 Chapter 2 describes how the Proposed Scheme meets various National Strategic Outcomes (NSOs) of the NPF. Relevant NSOs in respect of the proposed changes to Emmet Road include the following: NSO1 Compact Growth – EIAR Chapter 2 Table 2.3 assesses that 'The Proposed Scheme will support the creation of an attractive, resilient, equitable public transport network better connecting communities and improving access to work, education and social activity'. Table 2.3 also states that 'The Proposed Scheme will bring greater accessibility to the City Centre and better connect communities and locations along its route for people to avail of housing, jobs, amenities and services.' **The new changes to Emmet Road will improve accessibility to the City Centre, connecting communities along the route, and for Emmet Road itself.** NSO4 Sustainable Mobility - EIAR Chapter 2 Table 2.3 assesses that 'The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.' **The new changes to Emmet Road, will reduce parking spaces across the whole street, encouraging the use of public transport, and by decreasing journey times it will promote sustainable travel.** NSO8 Transition to a Low Carbon and Climate Resilient Society - EIAR Chapter 2 Table 2.3 assesses that 'The Proposed Scheme comprises transport infrastructure

	that supports the delivery of an efficient, low carbon and climate resilient public transport service. The primary objective of the Proposed Scheme therefore, through the provision of necessary bus, cycle, and walking infrastructure enhancements is the facilitation of modal shift from car dependency, and thereby contributing to an efficient, integrated transport system and a low carbon and climate resilient City in compliance with NSO8.' **The new changes to Emmet Road will increase provisions of bus infrastructure, pushing towards NSO8.**
Draft National Investment Framework for Transport in Ireland	Section 2.3.3.4 of the EIAR Volume 2 Chapter 2 states that 'The Department of Transport (DoT) has finalised the transport framework, the National Investment Framework for Transport in Ireland (hereafter referred to as NIFTI) (DoT 2021c) to ensure alignment with the policies of the NPF.' On Section 2.3.3.4 of Chapter 2 the EIAR notes that the plan states that future transport planning will prioritise sustainable modes and '……[set] out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel and then public transport, will be encouraged over less sustainable modes such as the private car. Active travel is the most sustainable mode of travel. Increasing the share of active travel can reduce the carbon footprint of the transport sector, improve air quality, reduce urban congestion, and bring about positive health impacts as a result of increased physical activity. The attractiveness of this mode is dependent on infrastructure — for example, dedicated footpaths, segregated cycle lanes and the quality and priority of road crossing points all impact upon the number of people engaging in active travel.' **The proposed changes to Emmet Road will support the hierarchy, encouraging walking within the area as well as the use of public transport, whilst decreasing the number of parking spaces overall.**
Department of Transport: Statement of Strategy 2021-2023	Section 2.3.3.5 of Chapter 2 of the EIAR states that the Statement Strategy mission is: '*To deliver an accessible, efficient, safe and sustainable transport system that supports communities, households and businesses'.* **The proposed changes to Emmet Road support this mission by aiming to deliver sustainable buses which connect communities, households, and businesses in the area.**
Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020	Section 2.3.3.6 of the EIAR Volume 2 Chapter 2 states that 'The Department of Transport, Tourism and Sport (DTTAS) Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 (hereafter referred to as Smarter Travel) (DTTAS 2009a) is the National planning policy document to deliver an integrated transport policy for Ireland as supported by Government. A SEA and Appropriate Assessment (AA) were carried out as part of Smarter Travel.' Table 2.5 of Section 2.3.3.6 of Chapter 2 of the EIAR describes how the Proposed Scheme meets the 5 Key Goals of Smarter Travel. Relevant Key Goals in respect of the proposed changes to Emmet Road include the following: Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions. **The proposed changes will facilitate public transport use, creating long term decreases in greenhouse gases, creating a permanent neutral scheme.** Reduce overall travel demand and commuting distances travelled by the private car. **The proposed changes will facilitate public transport use, creating a modal shift and decreasing car use.** Improve security of energy supply by reducing dependency on imported fossil fuels.

	The proposed changes align with the goal as it is providing the infrastructure necessary to facilitate a viable modal shift to sustainable transport.
Road Safety Strategy 2021-2030	Section 2.3.3.8 of Chapter 2 of the EIAR states that The Road Safety Strategy 2021 – 2030 works towards achieving 'Vision Zero' which is to achieve the long-term goal of eliminating deaths and serious injuries in road traffic collisions by 2050. The Proposed Scheme will provide the infrastructure necessary to facilitate a public transport network which the Strategy acknowledges is a 'safer mode' of travel. It will contribute to improved road safety through improvement works at junctions and upgrades to the pedestrian and cycling infrastructure along the route. **Specifically at this location, the proposed bus lanes along Emmet Road will facilitate travel by a safer mode of choice.**
Climate Action and Low Carbon Development (Amendment) Act 2021 & Climate Action Plan	Sections 2.3.3.9 and 2.3.3.10 of Chapter 2 of the EIAR both refer to similar reductions in emissions, in Section 2.3.3.9 it states that: *'The first two carbon budgets proposed by the Advisory Council shall provide for a reduction in greenhouse gas emissions such that the total amount of annual greenhouse gas emissions in the year ending on 31 December 2030 is 51 per cent less than the annual greenhouse gas emissions reported for the year ending on 31 December 2018, as set out in the national greenhouse gas emissions inventory prepared by the Agency.'* And in Section 2.3.3.10 a focus on modal shifts states that: *'The proposed pathway in transport is focused on accelerating the electrification of road transport, the use of biofuels, and a modal shift to transport modes with lower energy consumption (e.g. public and active transport)' (emphasis added).* **The proposed changes to Emmet Road reflect this as the bus lanes encourage a modal shift, which over time will reduce greenhouse gas emissions.**

Table 2.10: Regional Policy

Regional Policy	How the proposed Scheme at Emmet Road supports the policies identified in EIAR Chapter 2
Transport Strategy for the Greater Dublin Area (GDA) 2016 – 2035	Section 2.3.4.1 of the EIAR Volume 2 Chapter 2 Need for Proposed Scheme and Section 3.6.2 of Appendix A2.1 (Planning Report) Volume 4 Appendices Part 1 of 2 of the EIAR describe how the need for the Proposed Scheme is supported by the GDA Transport Strategy. Section 3.6.2.1 of Appendix A2.1 assesses: '*The Proposed Scheme will provide the infrastructure necessary to deliver the transformational change of the current bus network required to meet objectives such as, greater efficiency, reduction in journey times and improve environmental performance. The Proposed Scheme design has been developed by NTA and takes account of policy objectives in the Implementation Plan*.' **The proposed changes to Emmet Road will improve accessibility to the City Centre.**
Draft Greater Dublin Area Transport Strategy 2022 - 2042	As set out in Table 2.9 in Section 2.3.4.3 of the EIAR Volume 2 Chapter 2 Need for Proposed Scheme, the draft GDA strategy includes various measures that the Proposed Scheme will support. In respect of the proposed changes to Emmet Road the following measures are directly relevant: Measure PLAN16- The Road User Hierarchy **The proposed changes align with this measure as it will help promote modal shift from private car to a more sustainable forms of transport. It enhances active travel networks and thus encourages the use of these modes reducing reliance on the private car**

Table 2.11: Local Policy

Local Policy	How the proposed Scheme at Emmet Road supports the policies identified in EIAR Chapter 2
Dublin City Development Plan 2016 - 2022	As set out in Table 2.10 of Section 2.3.5.1 of the EIAR Volume 2 Chapter 2, the Dublin City Development Plan includes a number of policies and objectives that the Proposed Scheme supports. In respect of the changes to Emmet Road the following are directly relevant: *TM1 Objective 3:'To focus on improvements to the local road and street network that will better utilise existing road space and encourage a transition towards more sustainable modes of transport, while also ensuring sufficient road capacity exists for the residual proportion of the trips which will continue to be taken by private vehicle.'* **The proposed changes will focus on this by promoting public transport and forms of active travel, whilst maintaining a suitable number of parking spaces to allow for the trips stated.** *TM1 Objective 6: 'To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.* **The proposed changes will aid the objective by facilitating road capacity for both private vehicles and public transport**
Draft Dublin City Development Plan 2022 – 2028	As set out in Section 2.3.5.2 of the EIAR Volume 2 Chapter 2, the draft Dublin City Development Plan includes a number of aspects that the Proposed Scheme supports. In regard to Emmet Road Section 2.3.5.3 states 'The draft Plan sets out in Chapter 7 (Sustainable Movement) that: '*Increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, and a positive climate impact*'. **The proposed changes provide a cleaner, less congested area, with better access for all.**
SDCC Climate Change Action Plan 2019 - 2024	As set out in Section 2.3.5.3 of the EIAR Volume 2 Chapter 2, the Action Plan sets out four main points: 1. 33% better energy use by the Council by 2020. 2. 40% reduction in the Council's greenhouse gas emissions by 2030. 3. To make Dublin a climate resilient region, by reducing the impacts of future (and current) climate change-related events. 4. To actively engage and inform citizens on climate change. **The proposed changes will associate n helping the Council to achieve its goals in relation to reducing greenhouse gas emissions and making Dublin more climate resilient.**

2.4.3.6 Lighting proposals

Summary of issue raised

The submission considers that the lighting should be high quality, heritage lighting along Emmet Road.

Response to issue raised

Section 12.4.1 of the Preliminary Design Report provided in the Supplementary Information notes the following:

'In locations where road widening and/or additional space in the road margin is required, it is proposed that the public lighting columns shall be replaced and relocated to the rear of the footpath to eliminate conflict with pedestrians, and the existing removed once the new facility is operational. Where significant alterations are proposed to the existing carriageways, the existing public lighting arrangement shall be reviewed to ensure that the current standard of public lighting is maintained or improved. The New lighting requirement will be designed in accordance with the standards and best practice. To determine whether existing public lighting is to be improved / relocated or where new

public lighting is required, an inspection shall be carried out to identify any new column locations required for particular sections of the Proposed Scheme.'

The existing lighting columns along Emmet Road are proposed to be set back and replaced with new lighting columns as shown in EIAR Volume 3 Street Lighting Figures and EIAR Volume 2 Chapter 17 Landscape (Townscape) & Visual Figure 17.2.12.1 and 17.2.12.2 (and extracted below).

Figure 2-25: Existing view at Emmet Road looking west

Figure 2-26: View of Proposed plans at Emmet Road looking west

2.4.3.7 Paving

Summary of issue raised

Submission 13 requested the protection and re-use of all existing granite kerbs rather than replacing kerbs, specifically along Woodfield Terrace and Inchiore Road.

Response to issue raised

EIAR Volume 2 Chapter 17, Landscape (Townscape) & Visual, documents the potential landscape (townscape) and visual impacts associated with the Construction and Operational Phases of the Proposed Scheme. The paving proposals are presented in the EIAR Volume 3 Chapter 4, Proposed Scheme Description 5. Landscaping General Arrangements.

As displayed in Figure 2-27, it is proposed to retain the existing surface along the majority of Sarsfield Road (Woodfield Terrance) and Inchicore Road. At the junction of Sarsfield Road (Woodfield Terrance) / Inchicore Road / Grattan Crescent it is proposed to use poured concrete. At this location, the existing granite kerbs between properties 1-5 (which form part of the junction redesign) are proposed to be incorporated into the design, where practicable.

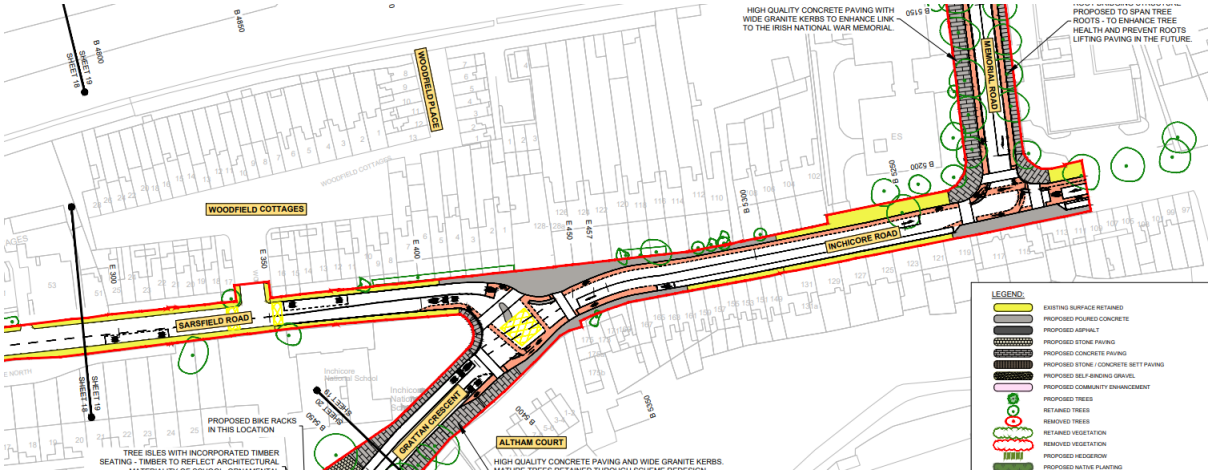


Figure 2-27: Proposed plans at Sarsfield Road, Inchicore Road and Grattan Crescent.

2.4.3.8 Support for the Proposed Scheme

Summary of issue raised

Submission 13 notes reasons for their support of the Proposed Scheme including improved walking, cycling and public transport infrastructure, improved landscaping on Grattan Crescent, improved air quality and noise pollution and the access arrangement at Woodfield Terrace.

Response to issue raised

The NTA welcomes the submission and notes the support for the pedestrian, cycling and public transport infrastructure as well as landscaping, air quality and noise improvements of the Proposed Scheme.

2.5 Other Specific Locations

2.5.1 Overview of Submissions

Other locations were identified by submissions made in response to the Proposed Scheme, these are:

- 19 Tesco Ireland Ltd.- The submission welcomes the proposed changes at Liffey Valley shopping centre and shares concerns relating to the removal of the loading bay at Thomas Street and relating to access at Ballyfermot Road; and
- 29 Kilmainham Inchicore Network – This submission notes the intentions of the scheme to deliver a sustainable public transport system whilst noting comments and concerns around a range of elements notably tree removal and pedestrian provision.

2.5.2 19 – Tesco Ireland Limited – Avison Young

2.5.2.1 Overview of Submission

The submission welcomes the proposed investment and expresses the view that the wider BusConnects scheme will greatly improve the way in which Dublin City and its suburb's function, notably at the signalised junction adjacent to the Fonthill (Liffey Valley Shopping Centre) store. In respect of the Proposed Scheme, it makes observations relating to:

- Network improvements at the Fonthill (Liffey Valley Shopping Centre) store;

- Access to the Ballyfermot Road store; and
- Removal of the loading bay at Thomas Street.

2.5.2.2 Network improvements at the Fonthill (Liffey Valley Shopping Centre

Summary of issue raised

With regards to this location, the submission states that the proposed amendments to the internal road network of Liffey Valley Shopping Centre, and specifically the proposal to upgrade the existing roundabout to a signalised junction, are welcomed. The objection goes on to state that vehicular access will be maintained to the supermarket and service yard, traffic flows will be improved and enhanced pedestrian and cycling infrastructure will be provided as a result of the Proposed Scheme.

Response to issue raised

The NTA notes the support for the upgrades to the network surrounding Liffey Valley Shopping Centre.

2.5.2.3 Access to the Ballyfermot Road store

Summary of issue raised

The submission highlights the proposed changes to Ballyfermot Road and states that the changes will reduce the impact for the store customers, service, delivery vehicles, and the local community due to the alternative routes which will be required to access the store.

The submission also shares concerns that delivery vehicles (using HGVs) will be required to use Le Fanu Road, a residential road, for accessing the store for deliveries which they believe causes potential health and safety risks to the local community.

Additionally, the submission requests that auto track analysis is shared to demonstrate that HGVs will be able to access the supermarket car park at Ballyfermot Road.

Response to issue raised

The Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information, do not highlight any safety issues with the proposed arrangement in this regard. Access to the store is available by alternative routes, other than Le Fanu Road if desired by the HGV driver.

As part of the design development process swept path analyses have been undertaken at all junctions in the Proposed Scheme including this one. Figure 2-28 below shows the specific swept path analysis for the HGV movement mentioned in the submission, i.e., an approaching HGV turning from the Ballymore Road into the supermarket car park.

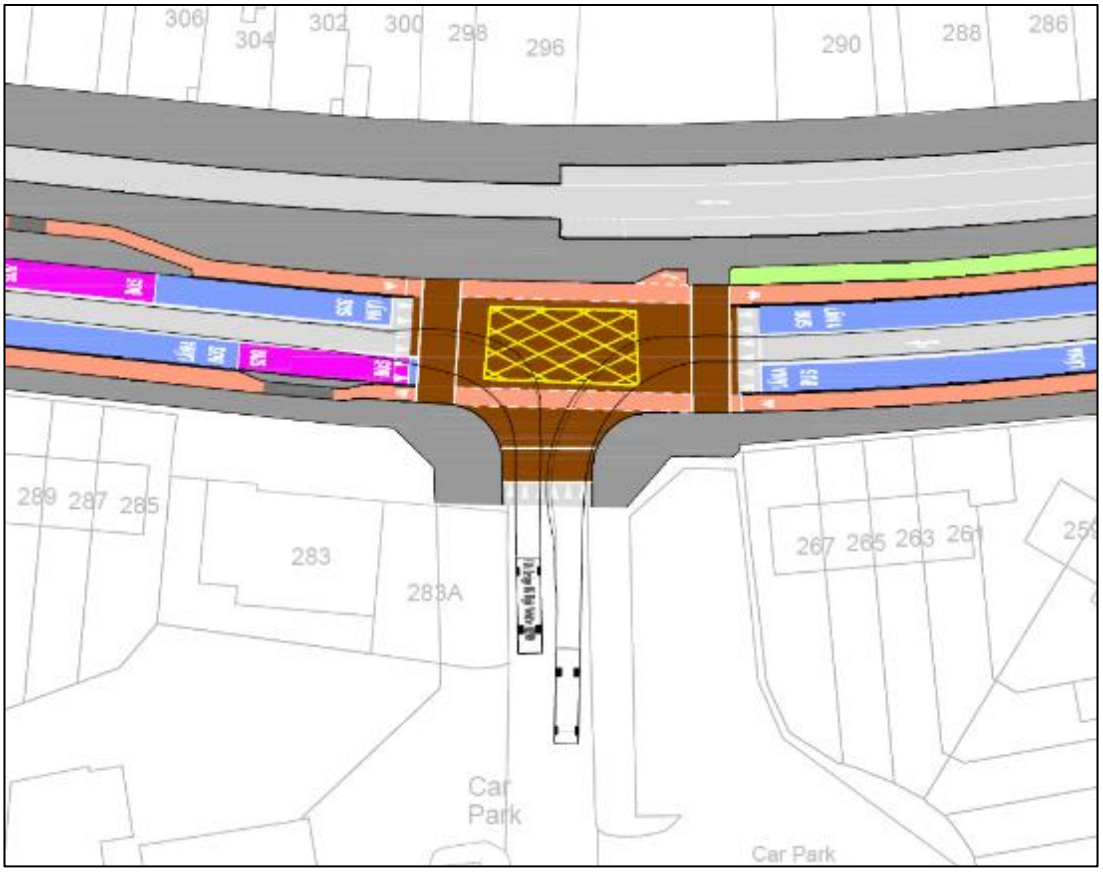


Figure 2-28: HGV Swept path analysis for entrance to supermarket car park

The Proposed Scheme will provide infrastructure to support a sustainable transport network that will facilitate a modal shift from private car usage to sustainable transport. It will reduce journey times and increase journey time reliability and increase the attractiveness of active travel and public transport for travel, which will in turn facilitate sustainable transport option alternatives to private car usage. The Proposed Scheme will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor.

2.5.2.4 Removal of the loading bay at Thomas Street

Summary of issue raised

The submission highlights the proposed removal of the existing loading bay outside the Thomas Street store and the provision of a loading bay 100m to the west. The submission shares concerns regarding the impacts of this on safety and store operation.

The submission suggests that loading bay facilities require strict enforcement to ensure they are readily available for their intended use.

The submission concerns that there has not been sufficient demonstration that the loading pay provision meets the needs of adjacent retail / commercial premises.

Response to issue raised

As noted in the submission and detailed in Chapter 6 Traffic and Transport of Volume 2 of the EIAR, it is proposed to remove the existing loading bays along Thomas Street between Meath Street and Vicar Street to facilitate improved cycle and bus facilities.

The Parking Survey Report (Appendix G to the Preliminary Design Report included in the Supplementary Information) identifies that retention of the existing layout to preserve the loading bays is considered to reduce the quality of service for city buses and coach buses due to conflicts which would undermine the fit of the proposals with the Scheme objectives. The Parking Survey Report also identifies that there are a number of side streets in the area which may accommodate deliveries, notably the loading bays on Meath Street.

In addition to the side streets loading bays and as recognised in the submission, a relocated loading bay is proposed approximately 120m west of Meath Street.

The Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information, do not highlight any safety issues with the proposed arrangement in this regard.

Enforcement of road traffic laws, including compliance with parking regulations, is a matter for An Garda Síochána.

2.5.2.5 Cycle lane / loading bay interaction at Thomas Street

Summary of issue raised

The submission raises concerns about the position of the cycle track and loading bay stating that staff off-loading deliveries will be required to cross the cycle lane and raises concerns about the safety of this. It is also queried whether any segregation between the cycle track, footpath and loading bay will facilitate deliveries by providing a dropped kerb.

Response to issue raised

A dedicated loading bay has been provided on Thomas Street to facilitate safe loading and unloading of business. As per Appendix A4.1 Volume 4 Appendices Part 1 of 2 Preliminary Design Guidance Booklet (PDGB) of the EIAR, where loading bays are located, chamfered kerbs will be provided with a maximum height of 60mm should be used which will facilitate trollies, pallet trucks, etc. This is displayed in Figure 2-29 which is an extract of the PDGB.

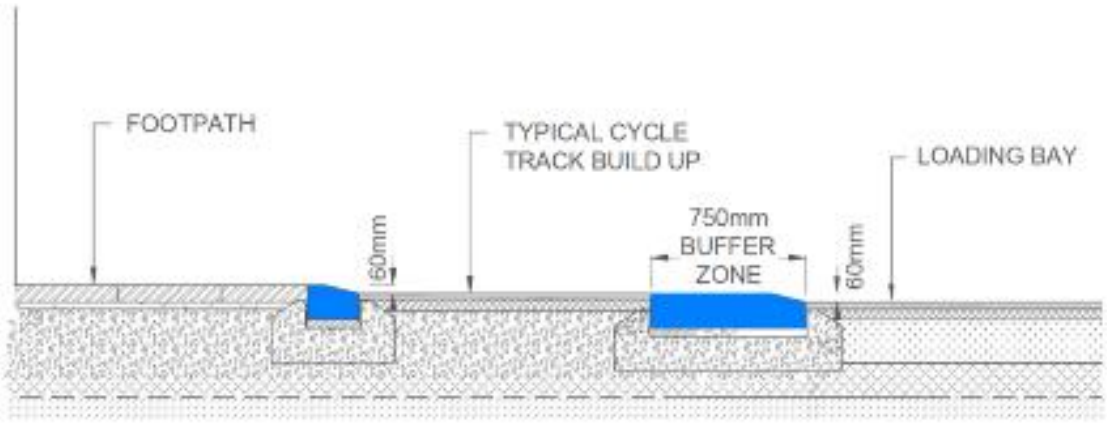


Figure 2-29: Example of Loading Bay

2.5.3 29 – Kilmainham Inchicore Network

2.5.3.1 Overview of Submission

The submission notes the intention of the scheme to deliver a sustainable public transport system. It makes observations relating to:

- Public realm / landscaping improvements proposals;
- Cycle infrastructure proposals;
- Pedestrian infrastructure proposals;
- Bus infrastructure proposals;
- Links to future development;
- Traffic implications / modelling of the Proposed Scheme;
- Residents along the Proposed Scheme;

- Flooding implications;
- Proposed speed limits; and
- Architectural heritage documents.

The submission also notes instances of support for elements of the Proposed Scheme including the one-way system at Inchicore Road and bus lanes and the adjusted plans to maintain trees at Grattan Crescent.

2.5.3.2 Public realm / landscaping improvements proposals

Summary of issue raised

The submission shares their thoughts that the opportunity to enhance and improve the public realm, particularly through additional tree planning, along the proposed route is a key element to be further developed. The submission states that the scheme at Kilmainham Civic Space is an example of high quality public realm improvements and suggests that the Proposed Scheme mirrors this scheme.

The submission notes that additional greening should be located where bus lanes are proposed specifically along Emmet Road. At Emmet Road, the submission suggests that parking should be removed to accommodate additional trees. The submission states that they welcome plans to maintain trees at Grattan Crescent and suggests additional improvements to the public realm including widening footpaths, new pedestrian crossings and traffic calming measures.

Response to issue raised

The aim of the Proposed Scheme 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 Proposed Scheme will greatly improve transport services for all that live along the route of the Proposed Scheme, including along Emmet Road and Grattan Crescent, by providing significantly improved sustainable transport options. Furthermore, it is an objective of the Proposed Scheme to 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. This consists of replacing footway surfaces appropriate to the location, native planting, new street trees, areas of wildflower grass verges and replacement hedgerows.

As set out in Chapter 4 (Proposed Scheme Description) of Volume 2 of the EIAR, the landscape and urban realm proposals are derived from analysis of the existing urban realm which allowed the designers to consider appropriate enhancement opportunities along the route. The enhancement opportunities include key nodal locations which focus on locally upgrading the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route. Along the route there will be a number of enhancements to specific urban realm hot spots where there is a clear opportunity to improve existing key public spaces. These include for example, Ballyfermot Retail Centre, the Ballyfermot roundabout, Grattan Crescent, the James St/ Bow Lane West junction (Obelisk Fountain) and Cornmarket junction. The proposals at these locations vary in scale, material specification and function but are considered to be positive additions to the BusConnects Scheme.

Along the Proposed Scheme, as outlined in the planting strategy in the Preliminary Design Report, a substantial tree planting plan will result in a net increase of 354 additional semi-mature trees and 504m2 of woodland area along the Proposed Scheme.

Along Grattan Crescent, mature trees are to be retained. High quality urban realm is proposed in front of the school with an improved pedestrian crossing between the school and the park. Granite paving with granite kerbs are proposed at this location. A new meeting place is proposed outside the school with existing tree surrounds incorporating timber seating to reflect the timber cladding material of the school. Parallel parking bays along the park edge will be finished with granite setts. All existing trees are to be retained and protected with enhanced tree pits. Paving at the park gate is to be enhanced with granite setts. New tree planting is proposed near the park entrance gate. The western side of Grattan Crescent includes accessible parking provision as an inset bay with concrete blocks that match footway colour and provides a wider footway space when not in use.

Along Emmet Road (in the village centre) footways are proposed to be enhanced and unified in terms of materials and details with high quality concrete paving and wide granite kerbs. It is also proposed to provide more space for to pedestrians and de-clutter street furniture.

As stated in the PDR, new street trees are proposed where footways are wide enough and below-ground services allow. The constraints at this location limit additional greening opportunities. It is noted that, as displayed in the Landscape General Arrangement Drawings, new trees are proposed along Emmet Road between Camac Close and Turvey Avenue.

The Kilmainham Civic Space scheme "*sought to transform the streetscape fronting Kilmainham Gaol and the neighbouring Courthouse in addition to the areas linkages with Kilmainham Hospital into a high quality public realm*". The aim of the Proposed Scheme is to deliver an enhanced bus system that is better for the city, its people and the environment. Therefore, the Proposed Scheme is designed in line with the scheme objective to ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

2.5.3.3 Cycle infrastructure proposals

Summary of issue raised

The submission suggests that all cycle lanes along the Proposed Scheme should be segregated. The submission specifically references the cycle facilities along James's Street sharing their concern that there is no designated cycle-lane adjacent to the Luas Tracks.

The submission also questions where the quiet street treatment will connect with.

Response to issue raised

One of the objectives of the Proposed Scheme is to provide safe infrastructure for cycling, including segregated cycling facilities, where practicable along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. In some location, the width constraints have prevented the provision of designated cycle tracks or cycle lanes, including along Emmet Road. In this instance, and as set out Preferred Route Option report, consideration was given to alternative cycling options.

The Preliminary Design Guidance Booklet sets out that where roadway widths cannot facilitate cyclists without significant impact on bus priority, alternative cycle routes are to be explored for short distances away from the CBC bus route. Such offline options may include directing cyclists along streets with minimal general traffic other than car users who live on the street. They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street Treatment would involve appropriate advisory signage for both the general road users and cyclists.

Constraints at James's Street resulted in the development of a Quiet Street route option along Newington Lane, Basin View, St James's Avenue, Grand Canal Place and Echlin Street which provide an alternative route for cyclists westbound which avoids the Luas tracks. This treatment will enable westbound cyclists travelling along James's Street to avoid the Luas tracks and re-join the corridor at St James's Hospital junction. Whilst the Quiet Street will also be accessible for eastbound cyclists, it is envisioned that they will use the bus lane.

Table 4.1 in Chapter 4 Proposed Scheme Description of Volume 2 of the EIAR provides a summary of changes as a result of the Proposed Scheme. This outlines that the along the CBC currently 12% provides segregated cycle facilities or Quiet Street Treatment. As a result of the Proposed Scheme 72% of the CBC will provide segregated cycle facilities or Quiet Street Treatment.

2.5.3.4 Pedestrian infrastructure proposals

Summary of issue raised

The submission suggests specific locations for additional pedestrian crossings, this includes the Liffey Gael Sports Ground access, along the N4/N6 Con Colbert Road (R148) at Memorial Road, between

Inchicore National School and Grattan Crescent Park and at the entrance to St Patrick's Athletic FC Richmond Park.

Response to issue raised

Liffey Gael Sports Ground access

As set out in the General Arrangement drawings (EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures) which are extracted in Figure 2-30 below, the two pedestrian access points to the Liffey Gael Sports Ground are to the east of the St Mary's Avenue West Junction and to the east of the Sarsfield Road Junction. Signalised pedestrian crossings are located approximately 30m west of each of these access points.

Figure 2-30: Extract of General Arrangement Sheet 17 and Sheet 18

The Level of Service (LoS) assessment presented in EIAR Volume 2 Chapter 6 (Traffic and Transport) highlights the improvements in this area as a result of the Proposed Scheme. At the junctions approximately 30m west of the pedestrian access points Sarsfield Road / Landen Road and Ballyfermot Road / Sarsfield Road / Con Colbert Road, the Level of Service for pedestrians improves from a D to a B and from an E to an A with the Proposed Scheme.

N4/N6 Con Colbert Road (R148) junction

As set out in the General Arrangement drawings (EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures) which are extracted in Figure 2-31 below, signalised pedestrian crossings are proposed on the eastern and southern sides of the (R148) Con Colbert Road / Memorial Road junction.

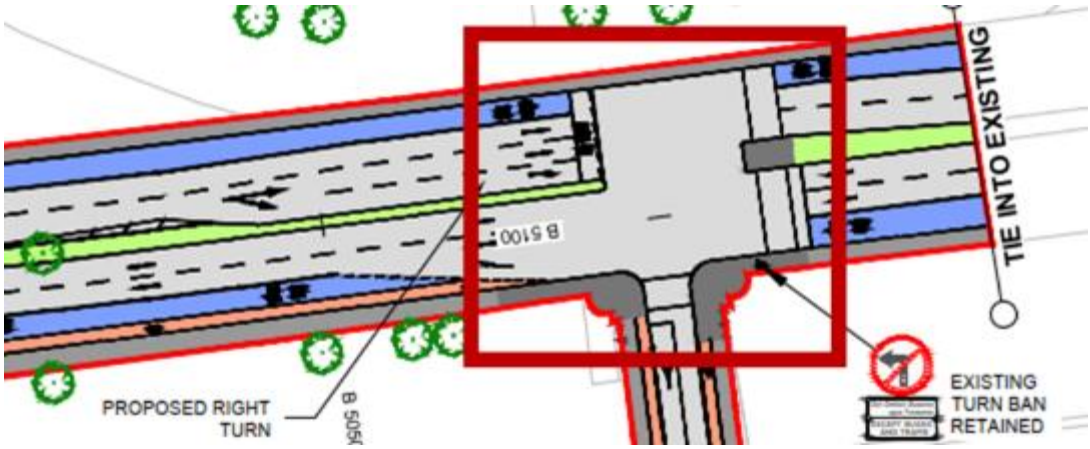


Figure 2-31: Extract of General Arrangement Sheet 19

The Level of Service (LoS) assessment presented in EIAR Volume 2 Chapter 6 (Traffic and Transport) highlights the improvements at this junction as a result of the Proposed Scheme. The Level of Service for pedestrians improves from an E to a B at this junction with the Proposed Scheme which has been assessed as having a medium positive impact.

Between Inchicore National School and Grattan Crescent Park

As set out in the General Arrangement drawings (EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures) which are extracted in Figure 2-32 below, a new signalised pedestrian crossing is proposed adjacent to Grattan Crescent Park (Chainage B5490) and on the southern arm of the Sarsfield Road / Inchicore Road / Grattan Crescent junction.

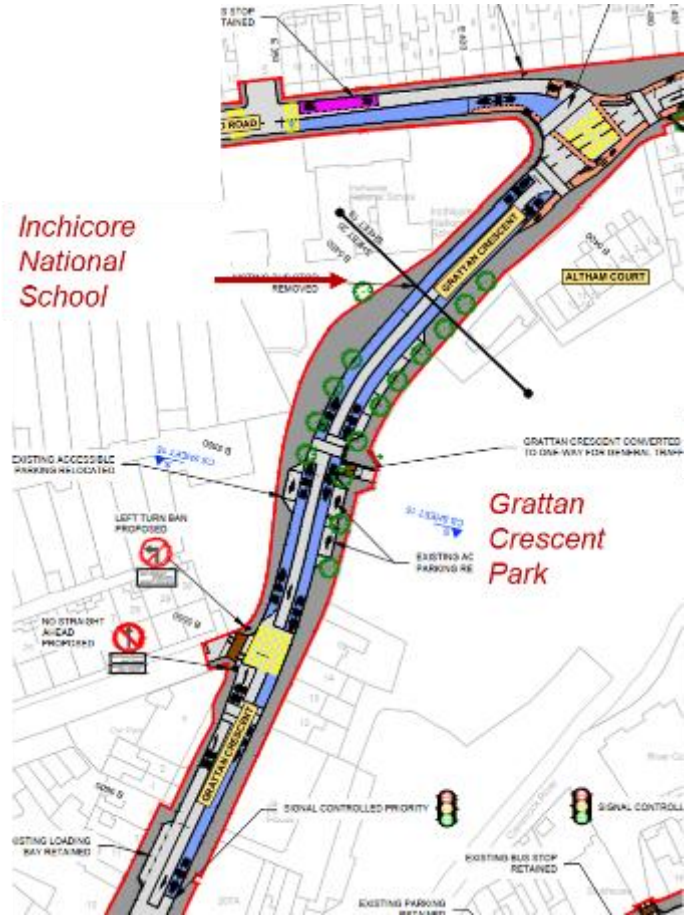


Figure 2-32: Extract of General Arrangement Sheet 19 and Sheet 20

The Level of Service (LoS) assessment presented in EIAR Volume 2 Chapter 6 (Traffic and Transport) highlights the improvements at this area as a result of the Proposed Scheme. The Level of Service for pedestrians improves from a F to an A at the Sarsfield Road / Inchicore Road / Grattan Crescent junction whilst the new crossing adjacent to Grattan Crescent Park is scored as an A with the Proposed Scheme. These changes are anticipated to have a high positive impact at both locations.

St Patrick's Athletic FC Richmond Park Access

At this location it is proposed to enhance the current provision to provide a raised table across the junction, as shown in the General Arrangement drawings (EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures) which are extracted in Figure 2-33 below. A signalised pedestrian crossings is proposed approximately 100m west of the St Patrick's Athletic FC Richmond Park access at the St Vincent Street West junction. Additionally, the existing mid-link crossing located approximately 100m east of the St Patrick's Athletic FC Richmond Park access to the east of Buffin Road it proposed to be upgraded.

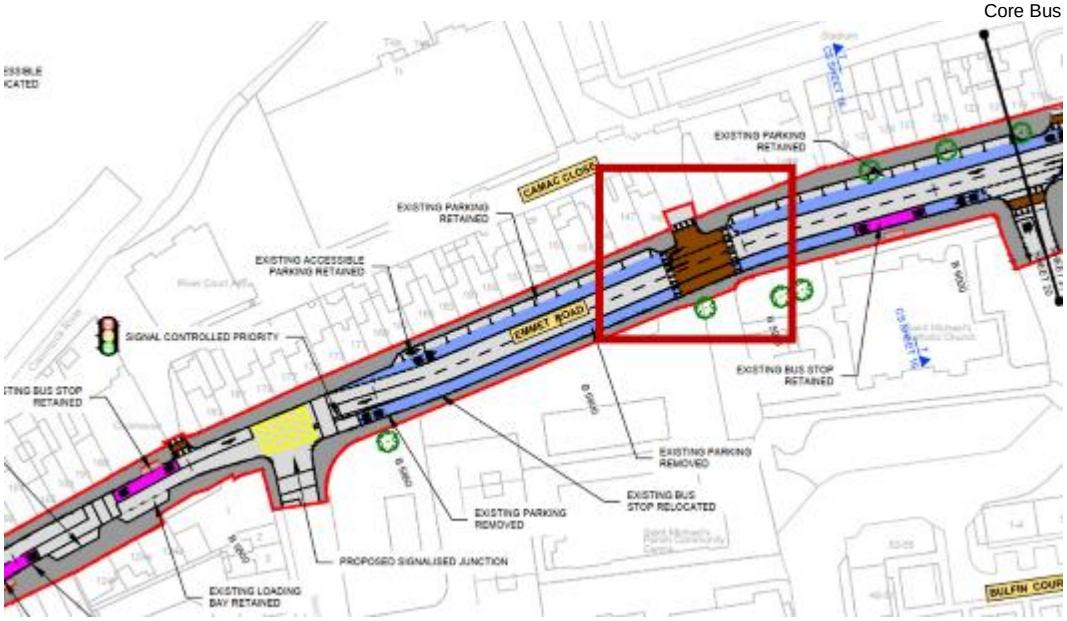


Figure 2-33: Extract of General Arrangement Sheet 20

The Level of Service (LoS) assessment presented in EIAR Volume 2 Chapter 6 (Traffic and Transport) highlights the improvements at this area as a result of the Proposed Scheme. The Level of Service for pedestrians improves from a D to a B at the St Vincent Street West junction and from a C to a B at the mid-link crossing to the east of Buffin Road. These changes are anticipated to have a medium positive impact at both locations.

2.5.3.5 Bus infrastructure proposals

Summary of issue raised

The submission suggests that the bus stop on the west side of Grattan Crescent should be removed due to the proximity of the bus stop on Sarsfield Road.

The submission also notes their support for the introduction of the one-way system at Inchicore Road and bus lanes.

Response to issue raised

As part of the development of the design of the Proposed Scheme a bus stop review was undertaken and is presented in the Preliminary Design Report Appendix H (Bus Stop Review Report) provided in the Supplementary Information. The purpose of the process was to review the locations of the existing Dublin Bus stops and to determine whether a stop should be removed, relocated, or remain where it is. This exercise was carried out to optimise the performance of the bus services on the Proposed Scheme by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of bus stops.

As part of this exercise, it was proposed to remove bus stop 2642 on Grattan Crescent to improve the spacing between stops.

The support for the proposed changes at Inchicore Road and for the proposed bus lanes is noted.

2.5.3.6 Links to future development

Summary of issue raised

The submission states that the Proposed Scheme should be future proofed against all developments with current planning permission granted. It also states that the scheme should considered future development plans at the design stage to ensure population and traffic flow increases are taken into account. In terms of developments, Linear Park proposal is noted within the submission.

Specific future infrastructure proposals which the submission states the Proposed Scheme should take account of are the Dart+ South West proposal, the Grand Canal Cycleway, Camac Greenway, NTA GDA Route 06 Cycleway on Vincent Street west.

Response to issue raised

A suite of forecast transport modelling tools has been developed to support the design development and assessment of the Proposed Scheme. The traffic and transport impact assessment for the Proposed Scheme, has been informed by this suite of modelling tools and has been undertaken in accordance with latest guidance including the 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA 2017), the 'Traffic and Transport Assessment Guidelines' (TII 2014), the National Cycle Manual (NTA 2011) and the UK Design Manual for Roads & Bridges (DMRB), Volume 11, Section 2, Part 5 (UK Highways Agency 2011).

The traffic and transport assessments have been carried out in relation to the following scenarios:

- 'Do Nothing' – The 'Do Nothing' scenario represents the current baseline traffic and transport conditions of the direct and indirect study areas without the Proposed Scheme in place and other GDA Strategy projects. This scenario forms the reference case by which to compare the Proposed Scheme ('Do Something') for the qualitative assessments only.
- 'Do Minimum' – The 'Do Minimum' scenario (Opening Year 2028, Design Year 2043) represents the likely traffic and transport conditions of the direct and indirect study areas including for any transportation schemes which have taken place, been approved or are planned for implementation, without the Proposed Scheme in place. This scenario forms the reference case by which to compare the Proposed Scheme ('Do Something') for the quantitative assessments.
- 'Do Something' – The 'Do Something' scenario represents the likely traffic and transport conditions of the direct and indirect study areas including for any transportation schemes which have taken place, been approved or are planned for implementation, with the Proposed Scheme in place (i.e. the Do Minimum scenario with the addition of the Proposed Scheme). The Do Something scenario has been broken into two phases:
    - Construction Phase (Construction Year 2024) – This phase represents the single worst-case period which will occur during the construction of the Proposed Scheme.
    - Operational Phase (Opening Year 2028, Design Year 2043) – This phase represents when the Proposed Scheme is fully operational.

The NTA's East Regional Model (ERM) is the primary modelling tool and provides the overarching information on future forecast travel demand for each mode of transport. This takes into account NTA Forecast Planning data which has been derived by linear interpolation between the 2016 Census data and the NTA's 2040 NPF reference case planning sheet.

With regards to the infrastructure schemes included within the traffic model, the opening year (2028) assumes a partial implementation of the GDA Strategy in line with the investment proposals contained within the Project Ireland 2040 National Development Plan12 (NDP) 2018-2027.

The Proposed Scheme has been designed so as to respect the existing arrangements. Granted permissions have also been considered in the development of the Proposed Scheme however any future developments which come online will need to propose any infrastructure required for their planning application. The NTA will continue to engage with the relevant local authorities and developers with regards to future schemes.

The DART+ South West project has now concluded the 2nd round of a non-statutory public consultation on the preferred option for DART+ South West project with the completion of the design appraisal and statutory documents planned for winter 2022. The NTA will continue to engage with the relevant bodies with regards to the proposal.

The Grand Canal Cycleway, Camac Greenway, Route 06 are outlined within the GDA Cycle Network Plan. Section 2.2.1.3 of Chapter 2 of the EIAR summarises the GDA Cycle Network Plan and the context of the Proposed Scheme within it. The EIAR states that the GDA Cycle Network Plan (NTA 2013), was adopted by the NTA in early 2014 following a period of consultation with the public and

various stakeholders. This plan forms the strategy for the implementation of a high quality, integrated cycle network as set out in the GDA Transport Strategy.

The Proposed Scheme, which is supported by the GDACNP for the area, is needed to address the significant deficiency in the very limited segregated cycling infrastructure currently available on this corridor.

As set out in Chapter 4 of the EIAR (Proposed Scheme Description) where the schemes have been implemented and fall within the scheme boundary, tie ins have been provided:

A tie-in is provided to a Secondary Route within the GDA Cycle Network Plan at the Cloverhill Road / Coldcut Road junction (Route 8C1). At the junction between Coldcut Road / Ballyfermot Road / Kennelsfort Road Upper, cycle tracks on each side of the road are proposed onto Kennelsfort Road Upper, aligning with a Feeder Route identified in the GDA Cycle Network Plan. Similarly cycle track tie-ins are proposed on to Drumfinn Road and on to Le Fanu Road from Ballyfermot Road, aligning with two other Feeder Routes identified in the GDA Cycle Network Plan.

Tie-ins are provided to two Secondary Routes within the GDA Cycle Network Plan, namely at the Ballyfermot Road / Kylemore Road junction (Route SO4), and at the Sarsfield Road / Con Colbert Road junction (Route 6A). There are no tie-ins to any Feeder Routes on the GDA Cycle Network Plan along this section of the Proposed Scheme.

The short section of segregated cycle track on Memorial Road is part of the NO6 Greenway Route. There is a tiein with another GDA Cycle Network Plan Primary Route (SO1) at the junction with South Circular Road. There are a number of Secondary Routes which interface with this section of the Proposed Scheme (SO2, C3 SE to West, and Long Lane) with tie-ins shown where possible.

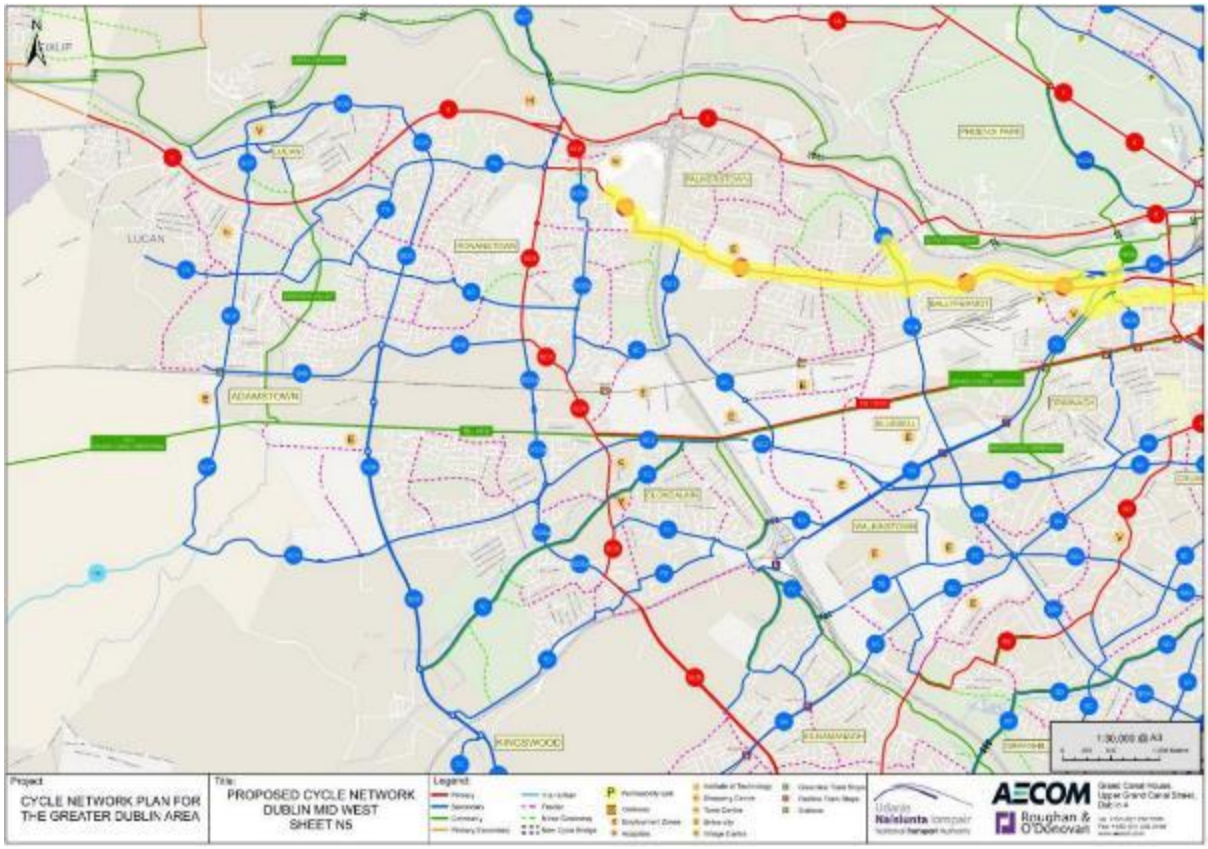


Figure 2-34: Extract from GDA Cycle Network Plan (Proposed Scheme Highlighted in Yellow

Figure 2-35: Extract from GDA Cycle Network Plan (Proposed Scheme Highlighted in Yellow

2.5.3.7 Traffic implications / modelling of the Proposed Scheme

Summary of issue raised

The submission raises that thorough traffic flow analysis is required to consider the changes in traffic as a result of the Proposed Scheme, including diverted traffic to adjacent roads. Notably the submission questions what the traffic implications will be of the westbound Bus Gate at Old Kilmainham on Kilmainham Lane, Echlin Street and James Walk. Concerns about the traffic implications of the banned right turns at Sarsfield Road and Emmet Road are also raised.

The submission notes that traffic congestion is currently observed at the Old Kilmainham Road / South Circular Road along Old Kilmainham Road (outbound) and suggests a review of the surrounding junctions to relive this traffic.

Response to issue raised

During the development of the Proposed Scheme design, traffic modelling was undertaken in parallel to identify potential implications arising from the proposals and allow the design to be refined to mitigate any potential impacts. The modelling carried out is set out in Chapter 6 Traffic and Transport of Volume of the EIAR. The modelling identifies potential decreases and increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

As displayed in Table 6.50 and Table 6.54 in Chapter 6, roads within the direct study area (i.e. within the scheme extent) are anticipated to experience a reduction in general traffic flows in the AM and PM peak hour.

Various links within the indirect study area (i.e. outside of the scheme extent) are also anticipated to experience a reduction in traffic flows as shown in Table 6.51 and Table 6.55 in Chapter 6. Overall, it has been determined that the impact of the reduction in general traffic flows along the Proposed Scheme will be Positive, Moderate and Long-term.

Various roads within the indirect study area are anticipated to see an increase in traffic flows. The road links which experience additional traffic volumes of over 100 combined flows are presented in

Table 6.52 and Table 6.56 in Chapter 6. Kilmainham Lane, Echlin Street and James Walk are not identified within these tables in Chapter 6 and therefore are not anticipated to experience an increase of over 100 combined flows the AM or PM peak hours.

Section 6.4.6.3.8.5 General Traffic Impact Assessment of Chapter 6 outlines the 3-step assessment process that has been undertaken to assess the impact and significance of effect at each junction along the identified links that are predicted to experience traffic flow increases. Tables 6.60 to 6.63 outline the results of this assessment which shows that the majority of assessed junctions have V / C ratios of below 85%, i.e. they are operating within capacity for all assessed years in the Do Minimum and Do Something scenarios (i.e. with and without the Proposed Scheme). The assessment indicates that these junctions will be able to accommodate any changes in traffic volumes, as a result of the Proposed Scheme. The effects at junctions are predominantly deemed to be Imperceptible to Not Significant and Long-term with nine junctions along the Proposed Scheme predicted to experience a negative, moderate and long term impact. Given that the redistributed traffic will not lead to a significant deterioration of the operational capacity on the surrounding road network, no additional mitigation measures, beyond what is included already in the design, have been considered.

Specifically with regards to the comment about the Old Kilmainham Road / South Circular Road junction, the design and modelling of junctions has been an iterative process to optimise the number of people (rather than vehicles) that can pass through each junction, with priority given to pedestrian, cycle and bus movements. The outcomes of this design and modelling are presented in the Junction Design Report and displays that the junction operates within the practical reserve capacity in the 2028 modelled scenario.

2.5.3.8 Residents along the Proposed Scheme

Summary of issue raised

The submission states that residents living along the Proposed Scheme will need to be considered in order to minimise disruption.

Response to issue raised

Various stages of Public Consultation have taken place and the NTA has undertaken a high volume of advice and feedback throughout the option selection and design development process. A number of these suggestions have been fed back into the Scheme and have allowed the scheme design to evolve over time.

The Scheme provided three rounds of non-statutory consultation, giving opportunity for all residents to be taken into consideration, these consultations were amended due to the COVID-19 pandemic, but submissions at all stages were still welcomed and acknowledged. All residents had the opportunity to submit an observation, or if their land was directly affected, submit an objection to the CPO.

EIAR Volume 2 of 4 Chapter 4 Proposed Scheme Design Section 4.3 demonstrates examples of the design iteration and how the Scheme has evolved. This includes the design along Grattan Crescent which was amended following concerns raised by the public in relation to the impact on the mature trees. This design modification resulted in the retention of the mature trees, while also providing bus priority along this section, improved footways and a new pedestrian crossing.

The Chapter 10 (Population) of the EIAR has considered the potential community and economic impacts on the human population associated with the Construction and Operational Phases of the Liffey Valley to City Centre Core Bus Corridor Scheme. These potential impacts can affect the way in which people live, work, relate to one another, organise to meet their needs and generally operate as members of society. This population assessment has considered both social impacts on communities (community assessment) as well as economic impacts on commercial businesses (economic assessment). The assessment also considers the ways in which the Proposed Scheme will improve walking, cycling and bus facilities and is anticipated to encourage sustainable modes of transport, therefore reducing the demand for private vehicles / parking along the Proposed Scheme

2.5.3.9 Flooding implications

Summary of issue raised

The submission notes that the Luby Road / Emmet Road junction is a pluvial flooding area and requests that consideration is given to flood zone areas and flood alleviation through SUDs intervention. It states that there is the need to consider the Water Framework Directive "good status" of water quality by 2027 and to reduce run off into the Camac River at this section.

Response to issue raised

As noted in Appendix A13.2 (Site Specific Flood Risk Assessment) of Volume 4 of the EIAR there is a risk of pluvial flooding that is prevalent throughout entire Proposed Scheme. This is a function of the capacity of the existing surface water network, which is typically designed to contain a maximum of the 20% (1 in 5) Annual Exceedance Probability storm or less.

The Flood Risk Assessment notes that the Proposed Scheme will result in the creation of additional impermeable surfaces for local sections of road widening. SuDS measures have been implemented where practicable to ensure that there is no change in existing runoff rates as a consequence of the scheme, both within the existing drainage network or to any receiving waterbodies (including the Camac River). The SuDS measures, where proposed will result in a slight improvement in runoff quality from increased infiltration removing pollutants prior to discharge.

The flood risk assessment note that part of the Proposed Scheme is at risk from fluvial flooding from Camac River. The Proposed Scheme will not affect the hydraulic capacity of the Camac River or any structures which cross it. No works are proposed to modify any existing bridges that would reduce their hydraulic capacity. The existing level of the road will also be maintained. The Proposed Scheme will therefore not result in any change to the existing risk of fluvial flooding.

2.5.3.10 Proposed speeds limits

Summary of issue raised

The submission states that speed limits need to be clearly indicated on maps and that newly designated 30kph zones in residential areas should be considered.

Response to issue raised

Appendix B8 (Traffic Signs and Road Markings drawings) of the Preliminary Design Report display the speed limits along the Proposed Scheme Additionally, Table 4-3 in the Preliminary Design Report displays the existing design speed, proposed design speed and proposed posted speed limit.

The design speed to which the horizontal and vertical alignment of the Proposed Scheme has been developed has been governed by DMURS and the guidance provided by the DTTAS in the document Guidelines for Setting and Managing Speed Limits in Ireland.

As outlined in DMURS '*Design Speed is the maximum speed at which it is envisaged/intended that the majority of vehicles will travel under normal conditions' for the urban road sections. DMURS recommends that 'in most cases the posted or intended speed limit should be aligned with the design speed' and that the design speed of a road or street must not be 'up designed' so that it is higher than the posted speed limit. DMURS sets out that designers 'must balance speed management, the values of place and reasonable expectations of appropriate speed according to context and function*'.

Consideration for selection of an appropriate design speed is undertaken in light of the 'Function and Importance of Movement' and 'Context' of the street network, as explained further in DMURS Section 3.2. The 'Design Speed Selection Matrix' as shown in Figure 4.2 below is also used to inform the appropriate design speed, extracted from DMURS Chapter 4.

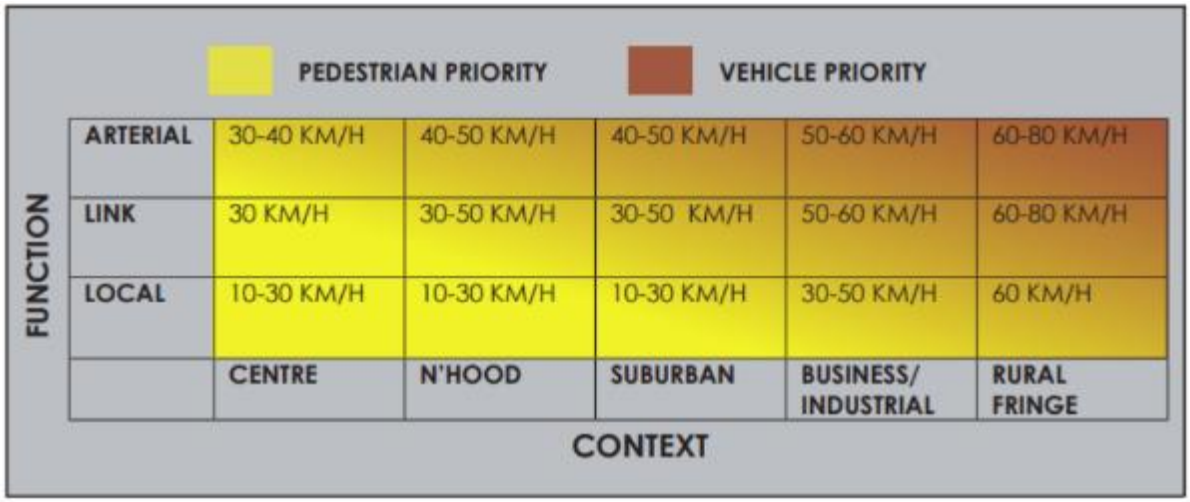


Figure 2-36: Design Speed Selection Matrix – Extract of DMURS Chapter 4

As set out in Table 4-3 in the Preliminary Design Report, the Proposed Scheme will introduce a reduced speed limit from 50km/h to 30km/h from the South Circular Road junction to the city centre. This has been proposed due to width constraints, cyclists will be required to share the carriageway with buses, general traffic and trams through this section.

Separately, Dublin City Council are progressively introducing a 30km/h speed limit to many areas of the city including residential areas.

2.5.3.11 Architectural heritage documents.

Summary of issue raised

The submission identifies an error in EIAR Appendix A16.1-A16.3 stating that there is an with an incorrect description of the railway bridge.

Response to issue raised

The entry on page 25 of EIAR Appendix A16.2 for RMP DU018020289, NIAH 50080059 and DCIHR 181003301, the single span limestone bridge over the Camac River at Kilmainham contains an incorrect photo only. All information in the table for that entry and the information and associated assessment in Chapter 16 (Architectural Heritage) are correct.

The correct photo is displayed in Figure 2-37 below.

Figure 2-37: Correction to image presented on page 25 EIAR Appendix A16.2

2.6 Whole Scheme

2.6.1 Overview of Submissions

The six submissions relating to the whole scheme are listed below and detailed in the following sub-sections:

- 6 Inland Fisheries Ireland (IFI);
- 8 South Dublin County Council;
- 9 Department of Housing, Local Government and Heritage;
- 14 Dublin Cycling Campaign;
- 23 Dublin Community Coalition; and
- 25 Brendan Heneghan.

2.6.2 6 – Inland Fisheries Ireland (IFI)

2.6.2.1 Overview of Submission

The submission from IFI is two pages. It states that that Bus Connects corridors will interact with:

- the Camac River*, a recognised salmonid river system, which is already stated to be under significant ecological pressure due to its urban situation, and supports other species; and*
- the Liffey system, which supports a regionally significant population of *Atlantic salmon, the estuary serves as the natural linkage for species between fresh water and ocean environments.*

It then states that: *'Pollution of the adjacent fresh/estuarine waters from poor on-site construction practices could have a significantly negative impact on the fauna and flora of tis surface water system. A comprehensive and integrated approach for achieving river protection during construction and operation should be implemented through environmental construction management planning.'*

It goes on to state that: *'All works will be completed in line with the Construction Management Plan (CMP) which ensures that good construction practices are adopted throughout the works period and contains mitigation measures to deal with the potential adverse impacts identified in advance of the scheme.'*

Next it states: *'Ground preparation and associated construction works, including large-scale topographic alteration and the creation of roads (as proposed), have significant potential to cause the release of sediments and pollutants into surrounding watercourses. Any dewatering of ground water during the excavation works must be treated by infiltration over land or into an attenuation area before being discharged off site'.*

It then states that concrete/ cement and other construction materials are highly toxic to many species and the use of these materials should be properly monitored, licensed and planned in accordance to the comprehensive environmental management planning system.

It goes on to discuss the importance of adhering to surface water management (SUDS approach).

Finally, it has emphasised that: '*appropriate environmental protection measures are the responsibility of the developer and contractor involved, and all works are subject to the provisions of the Local Government (Water Pollution) Act 1977 (as amended) and the Fisheries (Consolidation) Act 1959 (as amended)*.'

2.6.2.2 Response to submission

EIAR Volume 2 Chapter 13 (Water) assesses the impact of the Proposed Scheme on the surface water environment during both the Construction and Operational Phases. Section 13.3.3 of EIAR Chapter 13 (Water) sets out that the following Water Framework Directive (WFD) water bodies within the study area are included in the assessment.

- Camac River;
- Liffey Estuary.

Section 13.4 of EIAR Chapter 13 presents potential impacts that may occur due to the Proposed Scheme, both during construction and operation.

Table 13.13 on page 26 summaries the potential construction phase impacts on the WFD water bodies in the study area, and the assessment concluded that the significance of effects are:

- Camac_040; - Slight, Short-term and Adverse to Imperceptible, Short-term and Adverse
- Liffey Estuary Upper; - Imperceptible, Short-term and Adverse

Section 13.4.5.2 of EIAR Chapter 13 presents the assessment of the potential surface water runoff impacts stating that the Camac_040 shows no increase in impermeable area draining to the Camac_040 and therefore, there will be no impacts. Liffey Estuary Upper has no direct hydrological connection from the Proposed Scheme to the Liffey Estuary Upper.

Section 13.5 of EIAR Chapter 13 sets out the measures envisaged to avoid, prevent or reduce any potential significant adverse effects on the environment identified in Section 13.4 and, where appropriate, identify any proposed monitoring of the efficacy of implementing those mitigation measures.

Construction phase mitigation measures are described in section 13.5.2.1. A Surface Water Management Plan (SWMP) has been prepared and is provided in the Construction Environmental Management Plan (CEMP) contained in Appendix A5.1 in Volume 4 of the EIAR.

The SWMP details control and management measures for avoiding, preventing, or reducing any significant adverse impacts on the surface water environment during the Construction Phase of the Proposed Scheme. It will be a condition within the Employer's Requirements that the successful contractor(s), immediately following appointment, must detail in the SWMP how it is intended to effectively implement all the applicable measures identified in this EIAR and any additional measures required pursuant to conditions imposed by An Bord Pleanála to any grant of approval. At a minimum, all the control and management measures set out in the SWMP will be implemented. This includes measures relating to:

- Construction Compound management including the storage of fuels and materials;
- Control of Sediment;
- Use of Concrete;

- Management of vehicles and plant including refuelling and wheel wash facilities (if necessary); and
- Monitoring.

Section 5.4.1.2 of Appendix A5.1 CEMP lists the guidance documents which have been taken into account when preparing the SWMP and the control and management measures relating to surface water management. This includes: *"Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (Inland Fisheries Board (IFB) 2016)".*

Mitigation for the Operational Phase has been built into the design of the Proposed Scheme, which is outlined in Section 13.4.1.1. No additional mitigation is required.

2.6.3 8 - South Dublin County Council

2.6.3.1 Structure of submission

South Dublin County Council's submission comprises 13 pages and is sectionalised numerically. For ease of reference, the SDCC's section numbering and sub-section numbering conventions have been retained throughout the NTA's response as set out in the following paragraphs.

The submission states that they are broadly happy with the proposal and identify that the scheme aligns with the policies set out in the County Development Plan (2022-2028).

The NTA's response to the submission is set out as follows:

- Section 1 – Active Travel comments: minor junction details raised by the active travel team relating to the pedestrian and cyclist facilities;
- Section 2 – Planning Department comments: minor planning details raised by the planning travel team predominately relating to future developments and active travel measures;
- Section 3 – Roads maintenance comments – relating to integrating kerbs and paving material;
- Section 4 – Traffic and Transportation comments – relating to Construction Management and Traffic Management Plans and the delivery of the Lucan Luas extension; and
- Section 5 – Economic development comments – relating to further discussion required on the exact land parcels required to assist with the scheme.

2.6.3.2 Section 1

Summary of issues raised

The submission states that they are broadly happy with the Proposed Scheme. The active travel team annotated the General Arrangement drawings with a number of design detail comments. These include comments relating to junction design:

i. Fonthill Road / Liffey Valley shopping centre car park junction - suggestions that cyclops junctions could be better suited to and concern regarding conflicts between vehicles and cyclists;

ii. Fonthill Road roundabout – suggestion that cycle facilities on the eastern side of the junction could be amended;

iii. Fonthill Road / Coldcut Road junction – suggestion that crossing on the eastern and western arms should not be staggered and that there should not be a deviation in the cycle track as it crosses the junction;

iv. Coldcut Road / Cloverhill Road junction and Ballyfermot Road / Cherry Orchard Hospital junction – query on signal phases and whether eastbound cyclists will be stopped by road signals;

v. Ballyfermot Road / Cherry Orchard Industrial estate – comment that the corner radii at minor junctions look larger than desirable; and

vi. Cherry Orchard Industrial Estate toucan crossing - it is queried whether the crossing will be raised.

Additional comments query the general footpath / cycle track arrangements:

- Preference for footpaths / cycle tracks to be routed away from the road edge such as along Fonthill Road / Coldcut Road. The submission suggestions that the footpath / cycle track could be installed inside green strip to provide horizontal segregation;
- At Coldcut Road it is suggested that cycle tracks should be extended to the tie in point;
- Suggestion that on the approach to bus stops, where the cycle track narrows, this should narrow away from the road rather than towards it.
- M50 Overbridge (Coldcut Road) suggestion that materials used on the bridge should show that pedestrians / cyclists have entered shared space.

Response to issues raised

The NTA welcomes this positive feedback in relation to the proposed scheme.

1 – Junction Design

The NTA wishes to clarify that the following terms 'Dublin-style' junction, 'Dutch-style' junction and 'CYCLOPS' junction do not form part of the Proposed Scheme application description.

It is important to note that no two junctions are the same. Junctions on the Proposed Scheme have broadly been categorised into 4 types of junctions as set out in Appendix A4.1 Preliminary Design Guidance Booklet (PDGB) of the EIAR and specifically set out at each location in the Junction Design Report which have been included in EIAR Volume 4 Appendices Part 1 of 2 Appendix A6.3 and summarised in Table 4.5, Table 4.12, Table 4.18, Table 4.25 and Table 4.32 in Chapter 4 of Volume 2 of the EIAR. A more detailed description of the junction types on the Proposed Scheme is provided in Sections 5.3.3.1, 5.3.3.2, 5.3.3.3 and 5.3.3.4 of the Preliminary Design Report with a detailed summary of the junction types along the Proposed Scheme also provided in Table 5.1 and 5.2 of the Preliminary Design Report.

The junction types set out in the PDGB directly align to the Proposed Scheme core aim and objectives. One of the core aims of the Proposed Scheme is to:

"Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable."

Regarding concerns in relation to the concurrent cyclist ahead movement with left turning vehicle traffic (under a flashing amber/give way to cyclists) and the potential for the 'left hook' conflict. There are specific infrastructure measures that have been implemented in the design of the junctions to reduce vehicle turning speeds, improve the physical safety, and safety awareness aspects of these junctions. The Proposed Scheme has also been subject to Road Safety Audits at different stages that have informed the design development of the Proposed Scheme.

Section 7.1 of the PDGB recognises the importance of providing the infrastructure in line with international best practices as follows:

The primary conflict for cyclists is with left-turning traffic. On the basis of international best practice, the preferred layout for signalised junctions within the CBC project is the "Protected junction", which provides physical kerb build-outs to protect cyclists through the junction.

Separately, the NTA will continue to promote the already established driver awareness campaign that seeks to promote driver awareness in line with the Road Safety Authority rules of the road as noted below. It is noted that these rules are applicable in SDCC.

When turning left, or right, all drivers must watch out for cyclists going ahead or turning. When making a turn, watch out for cyclists in front of you or coming up on your left or right. Do not overtake a cyclist as you approach a junction if you are turning left or right, as the cyclist may be continuing straight ahead.

As outlined above, there are, legislative, behavioural and other practical considerations that need to be taken into account when looking at these international examples. Consideration for all of these elements has led to the development of the four junction types described in the PDGB. The PDGB and associated protected junctions have been developed in consideration of the collective principles from international best practice, and in consultation with cycling design experts from the UK, the Netherlands and Denmark for a local Irish context to ensure the safe and effective operation of the junctions, with pedestrian vulnerability as the highest priority.

At Fonthill Road roundabout the submission suggests that cycle facilities on the eastern side of the junction could be amended. The two way cycle track on the eastern side of the junction has been designed to tie-in to the legacy two way cycle track facilities to the east.

At Fonthill Road / Coldcut Road junction, direct single movement crossings were explored in accordance with the approach set out in Section 5.6 of the PDGB (Appendix A4.1 of the EIAR). Due to the proposed distance between the footways and in accordance with PDGB which states the desirable maximum pedestrian crossing length without providing a refuge island is 19m, refuge islands are proposed.

At this location it is proposed that the cycle track is designed within the local constraints, to ensure access to the adjacent properties and to minimise intergreen time and therefore, enhance junction operation.

At Coldcut Road / Cloverhill Road junction and Ballyfermot Road / Cherry Orchard Hospital junctions Type 1 are proposed. Junction Type 1, as described in Section 7.4.1 of Volume 4 Appendices Part 1 of 2 PDGB comprises a dedicated bus lane on both inbound and outbound directions, continuing up to the junction stop line. Due to space constraints, general traffic travelling both straight ahead and turning left is typically restricted to one lane. The indicative method of control is outlined in EIAR Appendix A6.3 Junction Design Report for both junctions. This demonstrates that straight ahead cyclists (travelling eastbound) will only be held on red during the pedestrian phase.

Junction corner radii have been designed in line with the principles of DMURS and, where practicable, have been minimised and informed by swept path analysis. Some corner radii (Ballyfermot Road / Cherry Orchard Industrial estate) are larger than what DMURS recommends due to the angle of the side arm alignment (which would require a larger swept path to make the turn), facilitating HGV turning movements.

With regards to the Cherry Orchard Industrial Estate toucan crossing, it is not proposed that this crossing will be raised. Raised crossings are displayed as per the Legend on the General Arrangement drawings.

1 – Footpath / Cycle Track arrangements

The NTA notes the comments raised in relation to green buffers along Fonthill Road / Coldcut Road. The National Cycle Manual provides information in relation to the typical arrangement for cycle lanes adjacent to bus lanes as set out below noting that this arrangement is typically applicable to collector or district distributor roads up to 60km/hr. The Proposed Scheme provides additional measures including continuous kerb segregated cycle tracks typically 2m wide (this arrangement allows for two-abreast cycling) and other traffic calming measures. Notwithstanding, the NTA recognises the benefits green buffers can bring and have introduced these elements at various sections in the Proposed Scheme where reasonably practicable to do so. Careful consideration needs to be given when introducing grassed buffers such that a consistent and legible layout can be understood by all road users. Key elements including, available space, entrances, side roads, trees, site grading/levels, drainage and utilities need to be considered, hence the introduction of green buffer spaces may not be suitable at all locations.

Where practicable existing alignments and crossfalls along the Proposed Scheme have been generally retained.

At Coldcut Road, the submission suggests that cycle tracks should be extended to the tie-in point. The Proposed Scheme includes minimal works along Coldcut Road to the east of the Coldcut Road / Fonthill Road junction. Works that are proposed are designed to ensure tie in with the existing infrastructure at this location. There is no existing cycle provision at tie in point for the Proposed Scheme to tie into. While it would be desirable to improve all surrounding areas as well, the Proposed Scheme does not have the remit to do so, and it has focussed on the stated aim, to improve facilities

along the corridor. It is likely that future schemes, brought forward either by the relevant Local Authority or the NTA, will address these connections and the Proposed Scheme allows for this to happen at a future date.

On the approach to bus stops, cycle lanes narrow and the submission states that this should narrow away from the rather than towards it. As set out in the Preliminary Design Report Section 4.13.2 provided in the Supplementary Information, the preferred bus stop arrangement for the Proposed Scheme is the island bus stop arrangement. This arrangement will reduce the potential for conflict between pedestrians, cyclists and stopping buses by deflecting cyclists behind the bus stop, thus creating an island area for boarding and alighting passengers. To facilitate this, on approach to the bus stop island the cycle track is intentionally narrowed with yellow bar markings also used to promote a low speed single file cycling arrangement on approach to the bus stop. In addition to this, at the bus stop, the cycle track should be deflected to provide a 1.0m wide boarding/alighting zone for bus passengers. Figure 2-38, which is an extract of the PDGB, displays this detail.

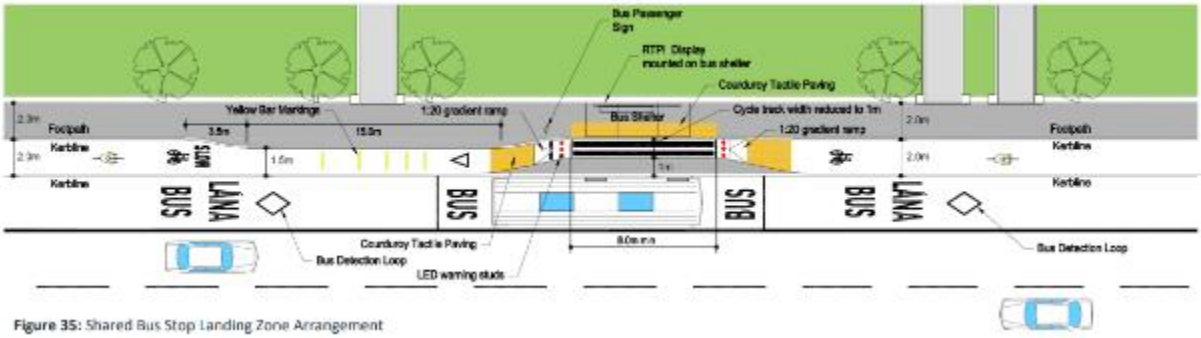


Figure 35: Shared Bus Stop Landing Zone Arrangement

Figure 2-38: Extract of the BCPPDGB, displaying footpath, cycle track, and bus lane arrangements.

At the M50 Overbridge (Coldcut Road), it is proposed for the cycle track and footpath to become shared space over the bridge. At this location, as per the Landscape General Arrangement Drawings, it is proposed to upgrade the surfacing with concrete paving and concrete kerbs. Signage and visual aids will indicate that this area is a shared space.

2.6.3.3 Section 2

Summary of issues raised

It is noted in the submission that the South Dublin County Development Plan 2022-2028 is generally in favour of the principle of the Proposed Scheme and lists the specific policies in the South Dublin County Development Plan 2022-2028 which are supported by the Proposed Scheme.

Key comments raised by the submission relate to future development:

- Liffey Valley Shopping Centre - clarification that the Proposed Scheme is cognisant of permitted development at Liffey Valley Shopping Centre (SD19A/0320) and the amendments (SD21A/0291) and conditions (SD21A/0291);
- Cherry Orchard Industrial Estate Regeneration Area – it is noted in the submission that there is a proposal that a major vehicle access to the regeneration area which would be located north of the proposed bus stop. It is suggested that the bus stop could be relocated by 10m to facilitate this access; and
- Kylemore Road – request for the Proposed Scheme to consider and link with future transport hub located to the south, on Kildare Rail line, proposed as part of the City Edge Framework Plan.

Key comments raised by the submission also relate to active travel:

- Concerns regarding the relocated pedestrian crossing between Tesco and Curry's on Fonthill Road;

- Suggestions to extend cycle connections to adjacent locations such as residential estates, along Kennelsfort Road Upper and industrial estates to enhance cycle permeability and connectivity.

Additionally, clarification is sought regarding:

- Whether existing planting on central reserve and side of road will be retained / enhanced at Fonthill Road; and
- Section and elevation details with respect to proposed retaining wall at Palmers Estate.

Response to issues raised

SDCC's support for the scheme is noted and welcomed by the NTA.

1 - Future Development

Chapter 4 (Proposed Scheme Description) of Volume 2 of the EIAR Section 4.6.6 highlights the integration between the Proposed Scheme and surrounding committed infrastructure projects including the Liffey Valley Shopping Centre.

The planning application SD19A/0320 and SD21A/0291 consist of a new bus interchange facility and road improvement works which is being delivered by the Liffey Valley shopping centre and the NTA to enhance public transport in the area. The Proposed Scheme has been designed to tie into this scheme on the Fonthill Road as indicated on sheet 3 of the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR.

In relation to the requests regarding the Cherry Orchard Industrial Estate Regeneration Area and the link with future transport hub, the Proposed Scheme has been designed so as to respect the existing arrangements. Granted permissions have also been considered in the development of the Proposed Scheme; however, it is noted that the proposals are not yet submitted for planning and as such is not included within the scheme design.

The methodology for assessing and refining the locations for the bus stops along the Proposed Scheme has been summarised in Section 4.13 of the Preliminary Design Report, provided as part of the Supplementary Information.

In line with this, the basic criteria considered when locating bus stops are as follows:

- Driver waiting and passengers are clearly visible to each other;
- Located close to key facilities;
- Located close to main junctions without affecting road safety or junction operation;
- Located to minimise walking distance between interchange stops;
- Where there is space for a bus shelter;
- Located in pairs, 'tail to tail' on opposite sides of the road;
- Close to (and on exit side of) pedestrian crossings;
- Away from sites likely to be obstructed; and
- Adequate footway width.

A stand-alone document (Bus Stop Review Methodology) has also been developed to assist in this process and is included as an appendix (Appendix H) to the Preliminary Design Report.

The bus stop locations were reviewed at each stage of the design process with a view to ensuring that the objectives of the Proposed Scheme were met.

On this section of the proposed corridor the relocation of the existing bus stop was assessed to be the most appropriate solution for alignment with the bus stop review criteria listed above. Additional space is required to allow for the island bus design which was a key factor in locating the bus stop in this location. There is not sufficient space to the east or west of this location to move the bus stop given the existing site constraints and the level difference between the road and the industrial units to the north.

This revised proposal was included in the Updated Draft Preferred Route Option ahead of the third round of non-statutory public consultation in November 2020.

The NTA will continue to engage with the relevant local authorities and developers however, any future developments which come online will need to propose any infrastructure required for their planning application.

2 – Active Travel

The relocation of the pedestrian crossing between Tesco and Curry's on Fonthill Road proposes to move the existing crossing approximately 30m to the southeast of its current location to tie into the junction proposals. When compared to the current layout, the proposal will allow pedestrians to cross all junction arms under signal control. The new and updated crossings will enhance connectivity and tie in with legacy facilities to the west as well as upgraded pedestrian and cycling infrastructure to the north.

An assessment of the existing junction arrangement compared to the Proposed Scheme has been set out in Appendix A6.4.2 of the Transport Impact Assessment and summarised in Section 8 of the Transport Impact Assessment Report in Volume 4 Appendices Part 1 of 2 of the EIAR. The results of the assessment demonstrate that the Level of Service of the Do Minimum (existing infrastructure) scenario is an E rating. For the Do Something (Proposed Scheme) scenario, the Level of Service is an A rating. The improvements will have a High Positive Impact for the Proposed Scheme. Additional information in relation to the Level of Service Impact assessment can be found in Section 4.2.3.1 of the Transport Impact Assessment Report.

Requests to extend walking and cycling measures are noted by the NTA. The aim of the Proposed Scheme 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. While it would be desirable to improve all surrounding areas as well, the Proposed Scheme does not have the remit to do so, and it has focussed on the stated aim, to improve facilities along the corridor. It is likely that future schemes, brought forward either by the relevant Local Authority or the NTA, will address these connections and the Proposed Scheme allows for this to happen at a future date.

3 – Clarifications

With regards to the planting along Fonthill Road, the Landscape General Arrangement drawings in Volume 3, Chapter 4 Section 5 of the EIAR display the retained and proposed measures. These measures include the retention and the addition of vegetation and an increase of trees along the central reservation. Chapter 17 Landscape (Townscape) & Visual Volume 2 of the EIAR identifies that there will be improvements to streetscape character in some areas along this section, particularly at Fonthill Road with increased tree planting and provision of a biodiverse swale.

The NTA notes this clarification request regarding the proposed retaining wall at Palmers Estate.

Section 13.5 of the Preliminary Design Report notes the following:

"To maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a 'like for like' basis in terms of material selection and general aesthetics, unless otherwise noted on the drawings. Final details of boundary walls, gates, driveways and grassed areas where affected, will be agreed between the directly impacted landowners and the NTA. Final details of boundary walls, gates and driveways will be agreed between the affected landowners and NTA during the accommodation works negotiations."

2.6.3.4 Section 3

Summary of issues raised

With regards to roads maintenance, comments were received on the following:

1. Integrated kerbs

   The submission requests that the use of integrated drainage kerbs is reconsidered due to their difficulty to keep clean, prone to cracking and difficult to replace in isolated sections.

2. Use of pavement materials

   In a number of places, the materials used for footpaths have been queried in the submission. The submission requests that materials should show when pedestrians and cyclists enter a shared space throughout the scheme. However, the submission also requests that the use of colour bound surface for cycle and shared space is kept to a minimal due to the difficulty in obtaining small quantities of these materials.

Response to issue raised

1 - Integrated kerbs

As set out in Section 9 of the Preliminary Design Report provided in the Supplementary Information, the drainage preliminary design was developed following consultation with the relevant Local Authority and Irish Water where applicable. The strategy and design parameters to be adopted throughout Dublin BusConnects is summarised in the Appendix K (Drainage Design Basis Document) of the Preliminary Design Report.

As set out in the Drainage Design Basis Document, the intention is to use narrow drainage gullies which will reduce risk of damage or cracking during the operational phase.

This innovative product avoids excessive overrun by traffic and removes gully units within the wheel track and offers better ride quality. With a grating rated D400 and is less than 300 mm wide, the grating profile is safer for cyclists who sometimes need to swerve to avoid ironwork in the road and is outside the wheel track.

2 – Pavement materials

All shared space areas on the Proposed Scheme will have visual aids and tactile paving to indicate that an area is a shared space. The Road Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information did not highlight any safety issues with the proposed shared space area.

As described in Section 5.5 Appendix A4.1 Preliminary Design Guidance Booklet (PDGB) of the EIAR, a key feature of the Proposed Scheme is to utilise colour contrasting pavement on the cycle track:

‘the use of machine laid asphalt for the cycle track has proven to be an effective way of providing a high level of service with a safe, smooth and continuous surface. This, however, offers very little contrast to the adjacent carriageway, and depends on the type of edge kerb and the presence of road markings to offer a visual differentiation between the carriageway and the cycle track. Consideration should be given to including an additional colour contrast to the cycle track in the form of an alternative coloured asphalt (e.g. red, buff, etc) or adding coloured chips to the asphalt surface during installation (e.g. red chip).’

This proposal is also in line with Section 5.6 6 of the National Cycling Manual which proposes the use of red coloured surfacing as shown below in Figure 2-39.

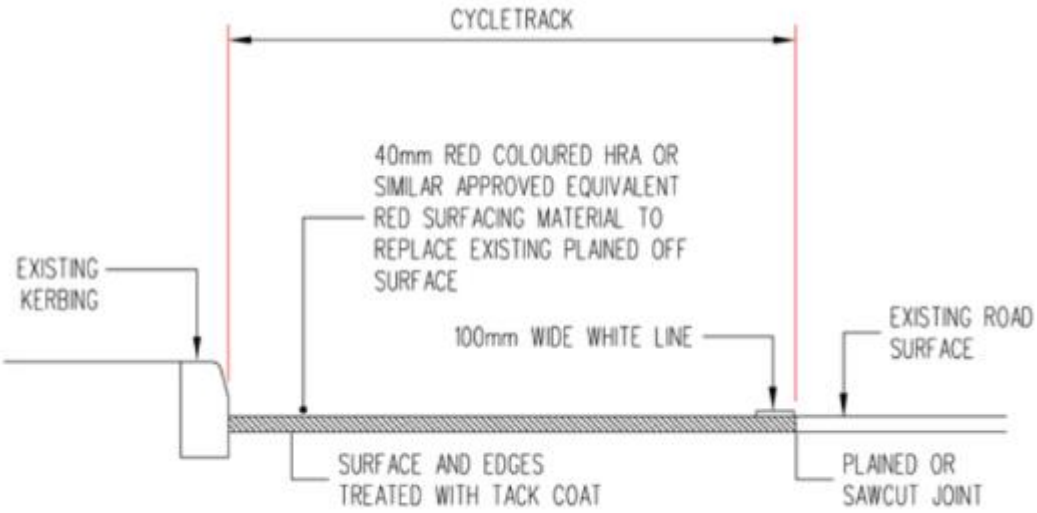


Figure 2-39: Typical cycle track surfacing detail form the National Cycle Manual

2.6.3.5 Section 4

Summary of issues raised

With regards to traffic and transport the submission notes: *'The Traffic and Transport Section of SDCC are very supportive of this planning application. The proposals support the GDA Transport Strategy and many of the sustainable movement policies in our new County Development Plan. These proposals also support policies and help us move towards our targets set out in our Climate Action Plans.'*

The submission raises comments on the following:

- Construction Management Plans - It is noted in the submission that there are currently construction works being carried out at the Liffey Valley Shopping Centre and the importance that the construction of the Proposed Scheme work does not clash with any other planned construction works. Additionally, it is noted that it is important that for each phase of the development in our Local Authority area, detailed construction traffic management plans are agreed prior to commencement of that phase of work.
- Timing of the delivery of Lucan Luas - The submission states SDCC's hope that the delivery of this Proposed Scheme will not delay the delivery of the proposed Luas project and would like assurance of this.

Response to issue raised

A Construction Traffic Management Plan (CTMP) is provided in Appendix A5.1 in Volume 4 of the EIAR. The CTMP has been prepared to facilitate the assessment of the potential impacts on traffic and transport along the Proposed Scheme. The CTMP includes details of the temporary traffic management measures that will be implemented during the construction of the Proposed Scheme. The staging of construction and associated temporary traffic management measures has considered the receiving environment when developing the schedule of works.

The likely timelines of the Proposed Scheme construction works have considered the potential for simultaneous construction of, and cumulative impacts with other infrastructure projects and developments which are proposed along, or in the vicinity of the Proposed Scheme. Interface liaison will take place on a case-by-case basis through the NTA, as will be set out in the Construction Contract, to ensure that there is coordination between projects, that construction access locations remain unobstructed by the Proposed Scheme works and that any additional construction traffic mitigation measures required to deal with cumulative impacts are managed appropriately.

The construction of the Liffey Valley Bus Interchange and Road Improvements Works will not clash with the Proposed Scheme as they are due to be completed by the end of 2022 which is before the planned construction start date of the Proposed Scheme.

With regards to a Luas line to Lucan as set out in the GDA Transport Strategy, the proposals are at pre-planning stage, so no co-incident construction with the Proposed Scheme is anticipated. The Proposed Scheme will also play a key role in this as part of the wider package of GDA Transport Strategy measures.

2.6.3.6 Section 5

Summary of issues raised

In terms of economic development, it is noted that the CPO land pack has been received and that furthermore detailed discussion on the plots of land identified for inclusion in the scheme is required to assist with relevant land agreements and access permissions.

Response to issue raised

The NTA intends to continue the close liaison with SDCC that has been in place during the planning and design stage of the Proposed Scheme, during and throughout the subsequent stages and the CPO process, subject to statutory approval.

2.6.4 9 - Department of Housing, Local Government, and Heritage

2.6.4.1 Overview of Submission

Summary of issues raised

This submission raised points on the following:

i. Nature Conservation – clearance of trees and shrubs

   It is noted in the submission that 0.11 ha of scattered trees and parkland, 0.046 ha of hedgerows, 0.03 ha of treelines and 0.15ha of mixed broadleaf woodland are to be cleared to facilitate the proposed scheme in addition to the 0.51 ha of habitats which will be temporarily removed during construction. The submission notes that the planting of 354 street trees and 220m of hedgerow should compensate for the loss of vegetation and habitats.

   The submission requests the following condition is attached to any approval to avoid the destruction of bird nests, eggs and nestlings, any clearance of woody vegetation, is requested within the submission:

   'Any clearance of woody vegetation to facilitate construction of the proposed bus corridor shall only be untaken in the period from September to February inclusive, i.e., outside the main bird breeding season.'

ii. Nature Conservation – surface water pollution

   The submission notes the contents of the Natura Impact Statement (NIS) relating to the possibility that sedimentary materials, hydrocarbons or other chemicals accidentally discarded in the construction phase could reach downstream Natura 2000 sites. It also summarises the measures set out in the Construction Environment Management Plan to avoid the mobilisation of sedimentary materials, hydrocarbons or other chemicals.

   The submission goes on to state that they accept the conclusion within the NIS that the Proposed Scheme will not adversely affect the integrity of any European site.

   To avoid surface water pollution which might result in adverse effects to QI habitats and species and SCI bird species for downstream European sites in Dublin Bay (protected under the Habitats Directive and Birds Directive), the submission requests the following condition is attached to any approval:

"Before any works on the proposed commence, a finalised CEMP incorporated all measures set out in the NIS and CEMP is submitted….to the planning authority for its written agreement and shall be implemented in full".

Response to issues raised

i. Nature Conservation – clearance of trees and shrubs

As set out in the Chapter 12 (Biodiversity) of Volume 2 of the EIAR, the effects of disturbance and displacement of birds during the breeding season within areas of construction is likely to have very little significant effects. Chapter 12 Section 12.4.3.5.1.3 states that *'the already high levels of human interference in areas of construction will result in little more significant differences to breeding populations, resulting in no overall change in effects on the conservation status of breeding bird species. Moreover, construction works will be phased, meaning no long term interruptions for the habitats, reducing temporary effects of the scheme on the breeding bird population.'*

Vegetation identified for removal will be removed in accordance with BS 3998:2010 Recommendations for Tree Work. As set out in EIAR Volume 4 Appendices Part 1 of 2 A5.1 Construction Environmental Management Plan, where feasible, vegetation (e.g., hedgerows, trees, scrub and grassland) will not be removed, between 01 March and 31 August, to avoid direct impacts on nesting birds. Where the construction programme does not allow this seasonal restriction to be observed, then these areas will be inspected by a suitably qualified ecologist as engaged by the appointed contractor for the presence of breeding birds prior to clearance. Areas found not to contain nests will be cleared within three days of the nest survey, otherwise repeat surveys will be required. Vegetation clearance will not commence where nests are present, works will resume when birds have fledged and nests are no longer in use, or an agreement is reached with National Parks and Wildlife Services.

ii. Nature Conservation – surface water pollution

The proposed scheme has laid out a detailed plan to prevent damage to the environment from water pollution. Chapter 13 Water of Volume 2 of the EIAR includes Table 13.18 which demonstrates the Scheme's compliance with all aims to achieve Good Ecological Status (GES) or prevent the deterioration of sites with Good Ecological Potential (GEP).

As part of the EIAR, a CEMP has been prepared for the Proposed Scheme and is included as Appendix A5.1 in Volume 4 of the EIAR. The CEMP will be updated by the NTA prior to finalising the Construction Contract documents for tender, so as to include any additional measures required pursuant to conditions attached to An Bord Pleanála's decision. It will be a condition of the Employer's Requirements that the successful appointed contractor, immediately following appointment, must detail in the CEMP the manner in which it is intended to effectively implement all the applicable mitigation measures identified in this EIAR. The CEMP has regard to the guidance contained in the Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan (TII 2007), and the handbook published by CIRIA in the UK, Environmental Good Practice on Site Guide, 4th Edition (CIRIA 2015).

It is the intention of the NTA that liaison continues with the relevant bodies including the Department of Housing, Local Government and Heritage and the biodiversity department of SDCC / DCC in advance of, and during, the subsequent construction stage of the Proposed Scheme. This engagement will continue to take their requirements into consideration, where aligned with and consistent with the EIAR.

2.6.5 14 – Dublin Cycling Campaign

Overview of submission

The submission sets out that the Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. The submission notes that the Dublin Cycling Campaign has been engaging with the NTA through all stages of the project including multiple rounds of public consultation, community forums, and through one to one meetings. The submission states its support for the project and requests some minor modifications to the Proposed Scheme design.

The submission raises the following points:

- Advocate / support for the Proposed Scheme;
- Alternative Junction Design; and
- Proposed Cycling Infrastructure.

2.6.5.1 Advocate / support for the Proposed Scheme

Summary of issue

The submission states their reasons for supporting the scheme including improved bus journey times, continuous cycle routes from Liffey Valley to Chapelizod Bypass and from James's Hospital to High Street, the separation measures between bus stop and cycle tracks, through traffic reductions in Ballyfermot, Inchicore and Mount Brown, the closure of O'Hogan Road Junction and the reduction in junction size at Cornmarket. The submission states that it does not request an Oral Hearing from the Board.

Response to issue

The NTA recognises the benefit that the continued engagement with the Dublin Cycling Campaign and other advocacy groups through the three rounds of non-statutory public consultation, community forums and one to one meetings has had in developing the Proposed Scheme. The NTA welcomes the support from the charity for implementing the Proposed Scheme.

Requests to modify particular detailed design aspects of the Proposed Scheme are noted and the NTA has provided responses to those requests as set out in the following sections. The NTA looks forward to continuing to collaborate with the Dublin Cycling Campaign in achieving the Proposed Scheme objectives which have many synergies with the Dublin Cycling Campaign's vision for a vibrant city where people of all ages and abilities can choose to cycle as part of their everyday life.

The NTA notes that the submission does not request an Oral Hearing which will be a matter for An Bord Pleanála to decide.

2.6.5.2 Alternative Junction Design

HGV-prone areas

Summary of issue

The submission requested an array of modifications to the scheme. In terms of junction design, the submission highlights that the junctions on Fonthill Road and Coldcut Road, are per the EIAR Appendix 'A6.3 Junction Design Report' are designed proposed as type 1-3 junctions.

The submission states that the type 1-3 junctions are not suitable in areas of large volumes of turning traffic or areas with high numbers of HGVs as it results in cyclists and turning motor vehicles moving at the same time. The submission requested for Type 4 junctions to replace the current proposed junctions stating that this would significantly improve the safety for people cycling at these junctions where HGVs are present.

Response to issue

It is important to note that no two junctions are the same. Junctions on the Proposed Scheme have broadly been categorised into 4 types of junction as set out in Appendix A4.1 Preliminary Design Guidance Booklet (PDGB) of the EIAR and specifically set out at each location in the Junction Design Report which have been included in Appendix A6.3 and summarised in Table 4.5, Table 4.12, Table 4.18, Table 4.25 and Table 4.32 in Chapter 4 of the EIAR. A more detailed description of the junction types on the Proposed Scheme is provided in Sections 5.3.3.1, 5.3.3.2, 5.3.3.3 and 5.3.3.4 of the Preliminary Design Report provided in the Supplementary Information with a detailed summary of the junction types along the Proposed Scheme also provided in Table 5.1 and 5.2 of the Preliminary Design Report.

The junction types set out in the PDGB directly align to the Proposed Scheme core aim and objectives. One of the core aims of the Proposed Scheme is to:

"Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable."

Heavy turning volumes, HGV movements (difficulty with blind spots), high speed environments etc. have been considered during the design of junctions as part of the Proposed Scheme. The PDGB also includes guidance on appropriate signage to be provided to reinforce the requirement for motorists to yield to straight ahead cyclists in such locations.

The preliminary design guidance booklet provides guidance on when Type 4 junctions are appropriate, this is outlined below:

- Volume of left-turning vehicles less than 100 PCUs per hour;
- Sub-urban setting; No space available for a dedicated left-turning lane/pocket;
- High incidence of HGV movements (e.g. at entrance to Industrial Estate); and
- Low pedestrian volumes.

The proposed junctions along the Fonthill Road and Coldcut Road provide dedicated left turn lanes where required. Similarly, there is not a high incidence of HGV movements expected at these junctions. Pedestrian volumes are also expected to be high as pedestrians travel between the various retail outlets located in this area.

The typical protected junction layout in Figure 2-40 below offers significant safety improvements compared to the traditional junction layout. The deflection of the cycle track at the junction allows the protection kerb (Note 4) to be positioned on the corner of the junction. In urban locations subject to spatial constraints, the protection kerb provides a tighter turning radius for vehicles and will force the left-turning motorist to reduce speed before making the tighter turn. This design layout also keeps straight-ahead and right-turning cyclists on the raised-adjacent cycle track as far as the junction, avoiding any cyclist-vehicle conflict at weaving and merging lanes, for example, where access to a dedicated left-turn lane would previously have necessitated a vehicle to cross the cycle lane. Right-turning cyclists will navigate the cycle lane on the junction and turn right (in a controlled manner) after it crosses the side arm. Other benefits to this junction design include:

- Traffic Signal arrangement removes any uncontrolled pedestrian-cyclist conflict;
- Raised and protected cycle track approaching junction;
- Reduced risk of side-swipe due to the removal of cyclist-vehicle conflict at weaving and merging lanes on all approaches;
- Improved right-turning safety; and
- Improved sight lines for left turning traffic.

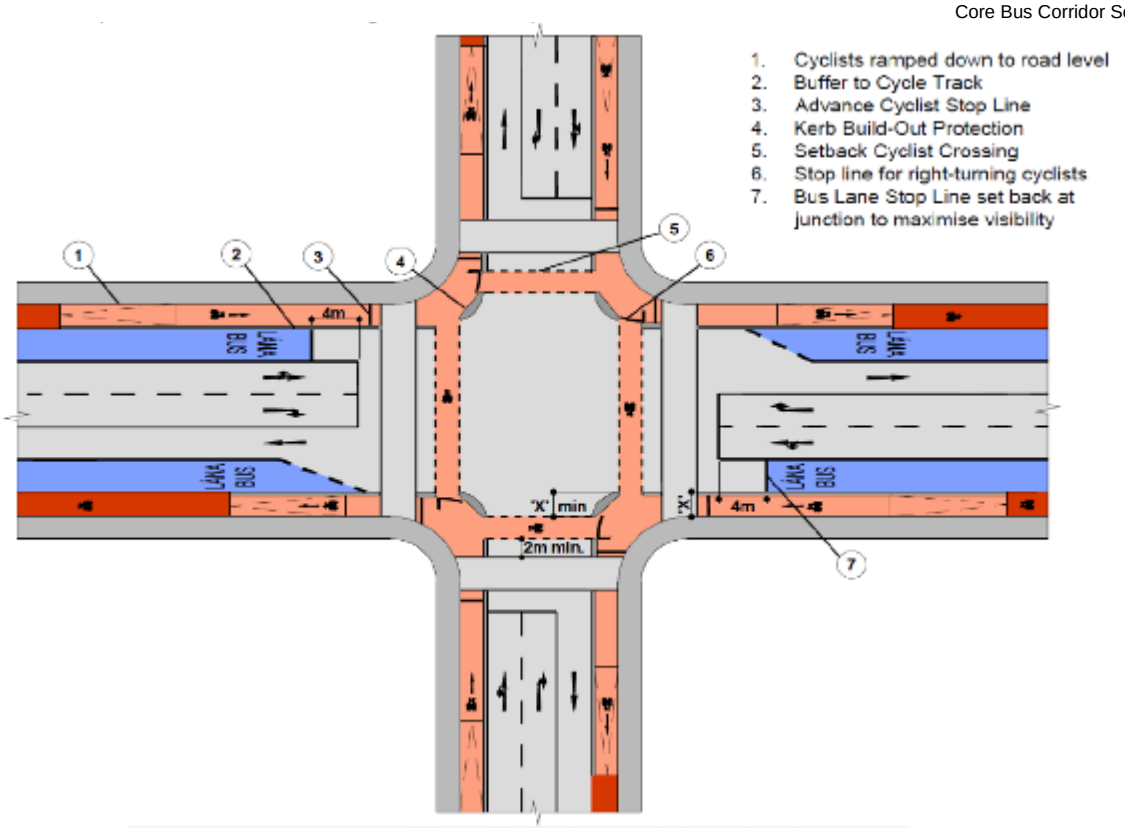


Figure 2-40 Typical Junction Layout from BusConnects Design Guidance Booklet

Modification to Standardised Junction

Summary of issue

The submission states that Chapelizod / Kylemore Road / Le Fanu Road is not an approved junction design in relation to NTA's National Cycle Manual (2013) or BusConnects Preliminary Design Manual (2022). It states that the northbound cycle track on Kylemore Road ends abruptly in the footpath and creates an inconsistent and incoherent cycling network.

The submission requests that the junction is modified to a standard junction design such as that listed in the National Cycling Manual, which provides clear space for people cycling to continue straight without mounting the footpath or merging into traffic abruptly just before the junction.

Response to issue

As indicated on Sheet 12 in the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, the northbound cycling provision on the Kylemore Road ends at the junction of Chapelizod / Kylemore Road / Le Fanu Road where the Proposed Scheme ties into the existing layout. Where the proposed cycle track ends at the junction, cyclists can join the advanced stacking location which facilities stacking straight ahead cycle movements, and also to accommodate right-turning cycle movements. This permits cyclists to stop and wait in a forward position, ahead of stopped vehicular traffic

2.6.5.3 Proposed Cycling Infrastructure

Cycle Parking

Summary of issue

The submission states concern for the lack of commercial area cycle parking along Emmet Road, for example at 122 and 151 Emmet Road. The submission states that current cycle parking is planned to be removed along Emmet Road between Spa Road and Inchicore Library. The submission requests that the three new parking spaces proposed along Emmet Road are converted into cycle parking.

Response to issue

As set out in Supplementary Information Preliminary Design Report Sections 4.11.6 and 4.13 bike racks will generally be provided, where practicable, at island bus stops and key additional locations. The island bus stop and key additional cycle parking locations are noted in the Landscape General Arrangement drawings in Volume 3, Chapter 4 Section 5 of the EIAR. As shown in the Landscape Arrangement drawings, new cycle parking is proposed along Emmet Road which will substantially increase the cycle parking availability in this location.

With regards to cycle parking, 417 spaces are currently provided. The Proposed Scheme will increase provision by 148% to a total of 1017 spaces across the entire corridor.

Quiet Street Treatment

Summary of issue

The submission comments on the Quiet Street cycling arrangement on Echlin Street, Grand Canal Place, Basin View and Newington Lane. The submission states the current proposal has no traffic calming measures, and existing roads do not comply with the latest DMURS guidance about self-regulating streets than are designed to encourage low-speeds referencing that streets feature large corner radii and long straight sections which encourage speed.

The submission requests that traffic calming elements be added to ensure these self-regulating streets are in accordance with DMURS.

Response to issue

There are a number of traffic calming measures that have been implemented in the Proposed Scheme that will reduce speeds including improved junction layouts with reduced corner radii, narrow carriageway lane widths, raised table crossings on side roads, proposed speed limit reductions and speed humps (e.g. Ballyfermot Road). The existing streetscape along Echlin Street, Grand Canal Place, Basin View and Newington Lane lends themselves to the principles of self-regulating streets as set out in DMURS to encourage lower driving speeds. Newington Road leads to a cul de sac which eliminates the possibility of high speed through traffic using this section of the Proposed Scheme. This section of the Proposed Scheme is also covered by an existing 30kph speed limit.

Cycle Track Widths

Summary of issue

The submission states that 1.5m is the minimum acceptable width for a kerb protected cycle track, ensuring the inclusion of all types of cycles. It notes that two locations show 1m cycle lanes with high kerbs on both sides.

The submission requests a condition to ensure that all cycle tracks are designed with adequate width to ensure equal access for all users including those with disabilities using adapted or non-standard cycles.

Response to issue

The NTA recognises the importance of accommodating the full range of cycles to ensure routes are accessible to all cyclists. The NTA notes the comments raised in the submission and notes that Section 2 of the PDGB outlines the objectives of the design guidance document. Within this section the following statement is made:

'In the approach to cycle infrastructure design, the BusConnects project not only aims to cater for existing cyclists, but more particularly for younger and older cyclists, mobility impaired cyclists and new cyclists as well as those who currently do not cycle but would be prepared to, subject to improved safety and greater cycle infrastructure provision.'

One of the main outcomes of the Proposed Scheme is safe, segregated cycling facilities which are accessible to all along the corridor. As set out in the PDGB and in accordance with the NCM width calculator, the desirable minimum width for a single-direction, with-flow, raised adjacent cycle track is 2.0m, to provide a high Quality of Service and allow for overtaking within the cycle track, as well as to cater for larger cycles. Notwithstanding this aspiration, it is acknowledged that the Proposed Scheme is to be delivered in constrained urban environments, and the delivery of a 2.0m+ wide cycle track

may not always be practicable. As such, the cycle track widths have been reduced to typically 1.8m or 1.5m wide where the provision of 2.0m wide cycle tracks is not practicable.

Whilst cycles can come in a range of shapes and sizes (for example standard, tandem, recumbent, cargo, handcycle, wheelchair user tricycle, articulated bikes with additional child trailer or trailer bikes), these cycles are typically less than 1m in width and will be accommodated by the Proposed Scheme.

Cycle tracks – High Street

Summary of issue

The submission states that along High Street the Proposed Scheme provides multiple general traffic lanes but sub-standard cycle track widths. The submission states that space on High Street is not limited and their concerns that cycle tracks are being narrowed to provide a second traffic lane.

The submission raises that High Street forms part of Primary Cycle Route 7, in the NTA's Greater Dublin Area Cycle Network Plan (2013) and that these routes aim to provide a higher level of service. The submission states that "the proposed width of these cycle lanes would only achieve a quality of service Level D".

The submission requests that the second general traffic lane is removed to provide adequate space for people cycling along the key city centre cycling link.

Response to issue

The existing lane configuration along James's Street and Thomas Street has been reconfigured as part of the Proposed Scheme. As indicated on the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, the number of traffic lanes has been reduced to facilitate the provision of continuous segregated cycle tracks along James's Street and Thomas Street.

An assessment of the existing arrangement compared to the Proposed Scheme has been set out in Appendix A6.4.2 of the Transport Impact Assessment and summarised in Section 8 of the Transport Impact Assessment main report. The results of the assessment demonstrate that the Level of Service of the Do Minimum (existing infrastructure) scenario between St Augustine Street to High Street is rated as a C. For the Do Something (Proposed Scheme) scenario, the Level of Service is improved to a B rating. The improvements will have a Moderate Impact for the Proposed Scheme. Additional information in relation to the Level of Service Impact assessment can be found in 05. TIA Appendix 4 Impact Assessments.

2.6.6 23 – Dublin Commuter Coalition

Overview of submission

The submission sets out that the Dublin Commuter Coalition is a voluntary advocacy group for public transport users, cyclists and pedestrians in Dublin and surrounding countries.

The submission raises the following points:

- Advocate / support for the Proposed Scheme
- Enforcement;
- Bus lanes / gate:
- Junction Design;
- Pedestrian Crossings;
- Bus stop design;
- Cycle Parking; and
- Fonthill Road.

Advocate / support for the Proposed Scheme

Summary of issue

The submission notes that the Dublin Commuter Coalition has been engaging with the NTA over the last three years and they believe the project will be a catalyst for greater usage of public transport and active travel.

Response to issue

The NTA recognises the benefit of the continued engagement with the Dublin Commuter Coalition and other advocacy groups through the three rounds of non-statutory public consultation, community forums and one to one meetings in developing the Proposed Scheme. The NTA welcomes the support from the advocacy group for the Proposed Scheme. Requests to modify particular detailed design aspects of the Proposed Scheme are noted and the NTA provides responses to those requests as set out in the following sections. The NTA looks forward to continuing to collaborate with the Dublin Commuter Coalition in achieving the Proposed Scheme objectives which have many synergies with the Dublin Commuter Coalition members vision in creating a Dublin that works for all users of sustainable transport.

Enforcement

Summary of issue

The submission has outlined its views in relation to the importance of enforcement for lawful use of bus lanes, cycle lanes, Bus Gates, bus priority lights and banned turns such that the benefits of the Proposed Scheme will be realised by passengers. The submission notes that there is no provision for enforcement cameras proposed as part of the scheme.

Response to issue

The NTA acknowledges the comments raised in relation to camera enforcement. Whilst enforcement for the lawful use of bus lanes is currently a matter for An Garda Síochána the NTA is separately exploring proposals and methods for bus lane enforcement as set out under Measure INT20 – Enforcement of Road Traffic Laws of the Draft Greater Dublin Area Transport Strategy 2022-2042. Notwithstanding this, specific measures have been considered in the development of the Proposed Scheme that will help deter inappropriate and unlawful use of bus lanes including advanced bus signal detection systems which will activate green signals at traffic lights for authorised vehicles only.

Bus lanes / gates

Summary of issue

The submission notes that bus lanes are proposed between High Street and Hames Street / Bow Street which have the operational hours of 07:00 – 19:00 Monday to Sunday. The submission requests that the bus lanes hours of operation be made 24 hours as the rest of the Proposed Schemes.

Additionally, the submission states that their support for the proposed contraflow bus lane on Ballyfermot Road and Grattan Crescent and their hours of operation.

Support for the Bus Gates on Mount Brown and James Street is noted in the submission. Relating to these, the submission suggests that the operating hours should be extended to 24 hours to support cycling.

Response to issue

As indicated in the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, the proposed Bus Gate is indicated on sheet 23 and 24. The previous design presented at the non-statutory consultation indicated a 24 hour Bus Gate located at Mount Brown. As outlined in EIAR Volume 2 Chapter 4 Proposed Scheme Description Section 4.3, following concerns raised during the non-statutory public consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design of the Bus Gate was refined to reduce these impacts on the surrounding area. The Bus Gate was amended with the eastbound Bus Gate being relocated to the James's Street entrance to the hospital campus. The westbound Bus Gate

location was retained but the length was shortened. The operational hours were also reduced with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM. This revised arrangement for the Bus Gate will allow access at all times from all direction to Ceannt Fort, the Children's Hospital, Adult hospital, and the local area.

Environmental Impact Assessment Report Volume 2 of 4 Chapter 4 (Section 4.6.4.3) states "*the hours of operation of the bus gates will be subject to on-going review based on prevailing traffic conditions and the goal of achieving the project objectives. The NTA and local authorities will co-operate in good faith to address any issues with the hours of operation that may arise during the lifetime of the Proposed Scheme".* As with any new traffic management measures, traffic in the area will be monitored to ensure bus priority along Mount Brown is maintained. The exact operational hours may need to be refined as traffic patterns change over time.

Junction Design

Summary of issue

The submission has queried the design approach undertaken by the NTA in relation to adopting international best practice. The submission references a 'Dublin-style' junction, 'Dutch-style' junction and 'CYCLOPS' junction and queries the safety rationale for the junction designs in the Proposed Scheme.

The submission further notes that there are several junctions (Sarsfield Road / Landen Road and Sarsfield / St Laurence's) that do not provide protection for cyclists.

Response to issue

1 Principles of Protected Junction Design for BusConnects

The NTA wishes to clarify that the following terms 'Dublin-style' junction, 'Dutch-style' junction and 'CYCLOPS' junction do not form part of the Proposed Scheme application description.

It is important to note that no two junctions are the same. Junctions on the Proposed Scheme have broadly been categorised into 4 types of junction as set out in Appendix A4.1 BusConnects Preliminary Design Guidance Booklet (PDGB) of the EIAR and specifically set out at each location in the Junction Design Report which have been included in Appendix A6.3 and summarised in Table 4.5, Table 4.12, Table 4.18, Table 4.25 and Table 4.32 in Chapter 4 of the EIAR. A more detailed description of the junction types on the Proposed Scheme is provided in Sections 5.3.3.1, 5.3.3.2, 5.3.3.3 and 5.3.3.4 of the Preliminary Design Report with a detailed summary of the junction types along the Proposed Scheme also provided in Table 5.1 and 5.2 of the Preliminary Design Report.

The junction types set out in the PDGB directly align to the Proposed Scheme core aim and objectives. One of the core aims of the Proposed Scheme is to:

"Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable."

The proposed scale of the BusConnects CBC Infrastructure Works will be transformational for cycling in Dublin, delivering a large number of the primary cycling routes identified in the Greater Dublin Area Cycle Network plan. With proposals of this scale, it is critical that the overall design approach matches the stated ambition, and can achieve a longevity that such investment deserves. With this in mind, the NTA set about developing 'Design Principles' for the project. These principles would complement existing documents and standards such as the National Cycle Manual and DMURS. The PDGB was developed to outline the agreed design principles and to enable consistency of design.

Documents such as the National Cycle Manual and DMURS continue to serve the engineering and development industry well and over the past 7-10 years, have played an important role in allowing Ireland to follow international best practice. The PDGB, like all guidance documents, was developed to be cognisant of the everchanging nature of society, including commuting patterns and behaviours. To acknowledge the expected increase in cycling numbers and to set about achieving the necessary 'step change' to cater for this increase, international best practice from countries which have already experienced this transition successfully was consulted. The ambition of the PDGB was to take the benefits of the traditional junction layout from the National Cycle Manual and supplement this with a

range of measures aimed at increasing protection for cyclists and reducing uncontrolled conflict with pedestrians.

The Netherlands has one of the highest rates of bicycle use in the world, provides the widest range of cycling know-how and is famous worldwide for its cycling infrastructure. The 'Ontwerpwijzer Fietsverkeer' (Dutch Cycle Design Guide) was used during the development of the PDGB. Of particular interest to the NTA, was how the design of junctions could be improved to offer better protection to cyclists.

The typical protected junction layout, as shown in Figure 2-41 below, offers significant safety improvements compared to the traditional junction layout. The deflection of the cycle track at the junction allows the protection kerb (Note 4) to be positioned on the corner of the junction. In urban locations subject to spatial constraints, the protection kerb provides a tighter turning radius for vehicles and will force the left-turning motorist to reduce speed before making the tighter turn. This design layout also keeps straight-ahead and right-turning cyclists on the raised-adjacent cycle track as far as the junction, avoiding any cyclist-vehicle conflict at weaving and merging lanes, for example, where access to a dedicated left-turn lane would previously have necessitated a vehicle to cross the cycle lane. Right-turning cyclists will navigate the cycle lane on the junction and turn right (in a controlled manner) after it crosses the side arm. Other benefits to this junction design include:

a) Traffic Signal arrangement removes any uncontrolled pedestrian-cyclist conflict;

b) Raised and protected cycle track approaching junction;

c) Reduced risk of side-swipe due to the removal of cyclist-vehicle conflict at weaving and merging lanes on all approaches;

d) Improved right-turning safety; and

e) Improved sight lines for left turning traffic.

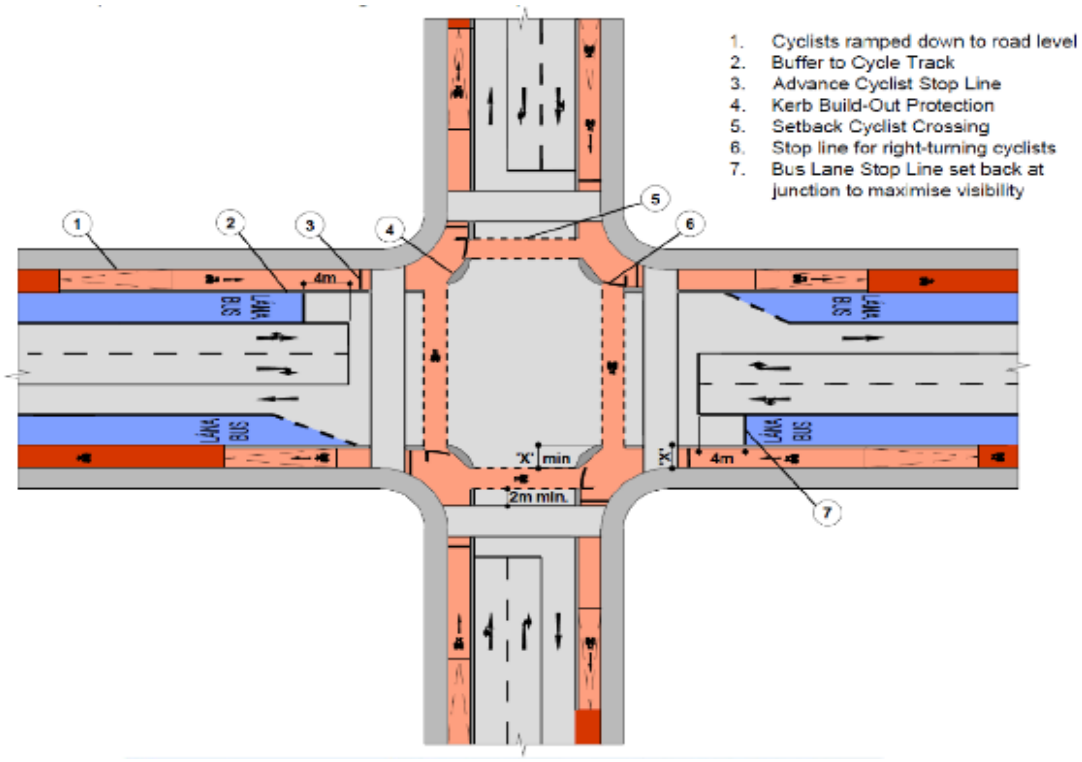


Figure 2-41: Typical Junction Layout from BusConnects Design Guidance Booklet

2 Pedestrian-Cyclist Conflict

Spatial constraints are an important factor in determining any junction design. This is especially the case in urban settings. Where possible, the protected junction has been proposed to be retrofitted into all existing junctions, taking into consideration the best practice from international settings including the Netherlands. The NTA notes the Dublin Commuter Coalition has set out their preference for the 'Dutch style' junction type as described within the submission. There are, however, legislative,

behavioural and other practical considerations that need to be taken into account when looking at these international examples. Consideration for all of these elements has led to the development of the four junction types described in Appendix A4.1 BusConnects Preliminary Design Guidance Booklet (PDGB) of the EIAR.

An important consideration during the development of the PDGB was the implementation of measures to mitigate pedestrian-cyclist conflict. The 'Dutch-style' junction described in the submission is typical of many junctions in the Netherlands and it allows for a potential un-signalised conflict between pedestrians and cyclists, which depends on a level of courtesy to ensure that collisions are avoided. Following discussions with Irish disability groups, the issue of this potential conflict was raised as a significant concern along the core bus corridors for the visually impaired and for the mobility impaired, based on their members' experiences. Pedestrians are the most vulnerable of road users, and the addition of disability exacerbates this vulnerability. The four junction types within the PDGB have specifically been set out to mitigate these potential conflicts insofar as is reasonably practicable, following the hierarchy of road users set out in DMURS which places pedestrians at the top of the hierarchy.

Similarly the layout of the 'dutch style' junctions described in the submission can result in a reduced level of service for pedestrians. The layout of these junctions require a multi-movement, sometimes multi-directional, non-continuous crossing for pedestrians, with at least 3 crossing movements (2 x cycle track crossing, 1x carriageway) to cross a side road of a typical junction. The intermediate landing area for pedestrians between the cycle track and carriageway requires a suitably sized holding area for pedestrians to wait before crossing the road. This can require a significant space for urban locations with high pedestrian volumes. Junction types 1-3 in the PDGB aim to consolidate and segregate/confine this waiting area to within the footpath, thus creating a more legible and functional use of the available space for all users with direct crossing facilities that align to the principles of DMURS.

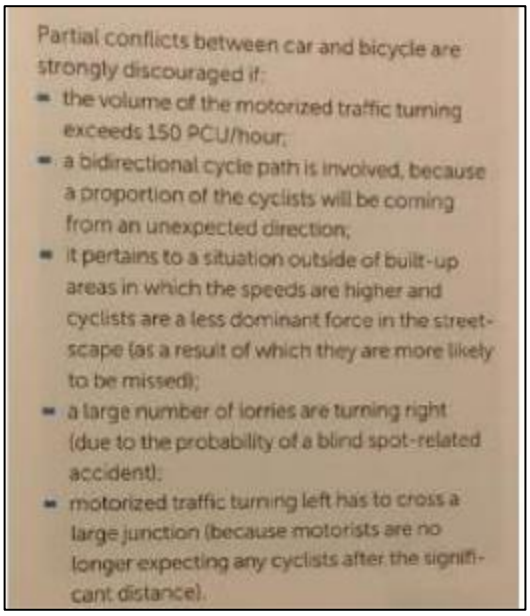
It is for these reasons that the layout of the 'dutch style' junctions described in the submission have not been adopted for junctions on the Proposed Scheme.

3 Use of Traffic Signals to Yield to Cyclists

The concept of allowing both cyclists and general traffic to proceed together in the same direction is not uncommon and the same traffic signals arrangement also caters for left-turning traffic. In the Netherlands, there are scenarios where the equivalent right-turn movement can be green whilst cyclists are also green. There is, however, an additional requirement to yield to cyclists in this Dutch scenario (see Figure 2-42 below).

Figure 2-42 Example from the Netherlands of traffic signals + give way signage controlling turning traffic and cyclists (Source: Dutch Design Guide Ontwerpwijzer Fietsverkeer)

The arrangement depicted above from the Netherlands is beneficial for cyclists in that it minimises delay time but should be subject to design thresholds, which are outlined below. Heavy turning volumes, HGV movements (difficulty with blind spots), high speed environments etc. have been considered during the design of junctions as part of the Proposed Scheme. The PDGB also includes guidance on appropriate signage to be provided to reinforce the requirement for motorists to yield to straight ahead cyclists in such locations.


Partial conflicts between car and bicycle are strongly discouraged if:

- the volume of the motorized traffic turning exceeds 150 PCU/hour;
- a bidirectional cycle path is involved, because a proportion of the cyclists will be coming from an unexpected direction;
- it pertains to a situation outside of built-up areas in which the speeds are higher and cyclists are a less dominant force in the street-scape (as a result of which they are more likely to be missed);
- a large number of lorries are turning right (due to the probability of a blind spot-related accident);
- motorized traffic turning left has to cross a large junction (because motorists are no longer expecting any cyclists after the significant distance).

Figure 2-43: Extract from Dutch Design Guide Ontwerpwijzer Fietsverkeer

The Dutch themselves have a suite of solutions for different scenarios – no one solution works everywhere. For junctions to operate safely and effectively, it is critical that the control of all movements is considered. All road users can have their own traffic signals at junctions (pedestrians, cyclists, buses, vehicles). To achieve optimum operational efficiency including the efficient movement of cyclists, it is also possible for some movements to occur safely at the same time. To assist with these design decisions, thresholds for turning movements have been used. Chapter 6 (Page 153) of the Dutch Design Guide *Ontwerpwijzer Fietsverkeer* discourages partial conflicts between cyclists and vehicles if the volume of turning vehicular traffic exceeds 150 PCU[1]s per hour. See the above extract from *Ontwerpwijzer Fietsverkeer* which identifies the above threshold.

To put the above turning thresholds into context, 150 PCUs per hour equates to approximately 5 cars on average turning per 120 second cycle, or between 3 and 4 cars turning on average per 90 second cycle. The Proposed Scheme also provides other measures such as kerb segregation, advanced position cycle stop lines and early starts for cyclists which will further segregate and reduce the number of interactions between cyclists and vehicles. All these elements form the basis of a typical junction design and operation, thus no one element of a junction design should be considered in isolation.

Seven of the 27 key junctions on the Proposed Scheme have implemented this approach to achieve optimum operational effectiveness including the efficient movement of cyclists. Introducing separate signal phases will increase delay for cyclists at junctions. This arrangement will promote the sustainable mode hierarchy for cyclists at junctions by providing priority to ahead cyclists over vehicles turning left. At each of these junctions the left turning vehicle traffic volumes in these locations are estimated to be less than the 150PCU threshold and similarly low HGV volumes are estimated in line with the principles established by international guidance. In addition to specific signage such as that presented in Figure 39 and Figure 40 of the PDGB., at each of the seven locations, a three to five second early start for cyclists is typically provided to further mitigate the potential for the number of interactions with vehicles/cyclists at these locations. The Proposed Scheme has also been subject to Road Safety Audits at different stages that have informed the design development of the Proposed Scheme.

Separately, the NTA will continue to promote the already established driver awareness campaign that seeks to promote driver awareness in line with the Road Safety Authority rules of the road as noted below. It is noted that these rules are also applicable within SDCC.

When turning left, or right, all drivers must watch out for cyclists going ahead or turning. When making a turn, watch out for cyclists in front of you or coming up on your left or right. Do not overtake a cyclist as you approach a junction if you are turning left or right, as the cyclist may be continuing straight ahead.

4 Cycle segregation

At the Sarsfield Road / Landen Road junction, the proposed junction design has to optimise pedestrian, cyclist and bus priority infrastructure on the scheme. The Proposed Scheme includes

[1] Vehicle to Passenger Car Unit (PCU) conversation as per TfL Values; Pedal Cycle - 0.2, Motor Cycle – 0.4, Passenger Car/LGV – 1.0, Medium Goods Vehicle (MGV/OGV1) – 1.5, Buses and Coaches – 2.0 and Heavy Goods Vehicle (HGV/OGV2) – 2.3

protected cycle access on the eastern and western and an advanced cycle stop line on the side arm. Right turning cyclists will use the Toucan crossings to circulate around the junction.

At the Sarsfield Road / St Laurence's junction it is proposed for the advisory cycle lanes to be upgraded to a segregated cycle track and for a Toucan crossing to be located on the western arm of the junction to facilitate cyclists crossing.

An assessment of the existing arrangement compared to the Proposed Scheme has been set out in Appendix A6.4.2 of the Transport Impact Assessment and summarised in Section 8 of the Transport Impact Assessment main report. The results of the assessment demonstrate that the Level of Service between Saint Laurence's Road and Con Colbert Road (which includes the Sarsfield Road / Landen Road and Sarsfield Road / St Laurence's junctions) increases from a D rating to a B rating with the Proposed Scheme. The improvements will have a Medium Positive Impact for the Proposed Scheme.

Pedestrian Crossings

Summary of issue

The submission has queried the design rationale for providing two stage crossings as part of the Proposed Scheme, in particular at the following junctions: Sarsfield Road / Landen Road and James Street / St James's.

The submission also notes some junctions are missing pedestrian crossings at one or more arms including Sarsfield Road / St. Laurence's Road, James Street / St. James's, James Street / Echlin Street, James Street / Watling Street, Thomas Street / Bridgefoot Street and Thomas Street / Meath Street.

Response to issue

The NTA acknowledges the comments raised in the submission and note that the Proposed Scheme will provide an average increase in footway area for pedestrians of 26% inbound and 14% outbound across the corridor compared to the existing scenario. The Proposed Scheme will increase the number of controlled pedestrian crossings from 36 in the existing to 52 in the Proposed Scheme, equating to a 70% increase. Additionally, there will be an increase in the number of raised table crossings on side roads from 9 in the existing to 31 in the Proposed Scheme, equating to a 244% increase.

The summary level design rationale for each of the junctions on the Proposed Scheme is set out in Appendix A6.3 Junction Design Report of the Traffic Impact Assessment Report in Volume 4 Appendices Part 1 of 2 of the EIAR whilst the signal arrangements can be seen in the Junction System Design drawings in Appendix B10 of the Preliminary Design Report provided in the Supplementary Information.

It is proposed to retain Sarsfield Road / St. Laurence's Road as a priority junction. As set out in Appendix A4.1 BusConnects Preliminary Design Guidance Booklet (PDGB) of the EIAR. the preferred priority junction arrangement for the CBC project consists of a single-direction, with-flow cycle track continuing with priority across the front of the side road on a raised entry treatment. This treatment is applied to the Sarsfield Road / St. Laurence's Road junction whilst a toucan crossing is proposed on the western arm to cater for the existing desire line in close proximity to the bus stops. Due to the priority nature of the junction, no signalised crossing is provided on the eastern arm.

An assessment of the existing arrangement compared to the Proposed Scheme has been set out in Appendix A6.4.2 of the Transport Impact Assessment and summarised in Section 8 of the Transport Impact Assessment main report. The results of the assessment demonstrate that the Level of Service at the Sarsfield Road / St. Laurence's Road junction increases from a D rating to a B rating with the Proposed Scheme. The improvements will have a Medium Positive Impact for the Proposed Scheme.

It is also proposed for James Street / St. James's and James Street / Echlin Street junctions to be retained as priority junctions. At the James Street / St. James's junction it is proposed to retain the existing pedestrian crossing on the eastern arm as it is deemed to cater for the existing desire line at the local bus stops, Luas stops and St James' hospital. Similarly, it is proposed to upgrade the existing crossing at the James Street / Echlin Street junction which caters for the existing desire lines whilst providing a raised table on the minor arm. The results of the Level of Service assessment in the Transport Impact Assessment demonstrate that the Level of Service at the James Street / Echlin

Street junction increases from a C rating to a B rating with the Proposed Scheme and have a Low Positive Impact. No change to the Level of Service is anticipated at the James Street / St. James's junction.

At the James Street / Watling Street junction it is proposed to upgrade the pedestrian crossing on the western and northern arms of the junction. To the south-east of the junction the narrow footpath and entrance to the Guinness site constrains the ability to provide a signalised pedestrian crossing. There is an existing pedestrian crossing located approximately 80m east of James Street / Watling Street junction which will be retained and caters to the desire lines. No change to the Level of Service is anticipated at the James Street / Watling Street junction.

At the Thomas Street / Bridgefoot Street junction, width constraints restrict the provision of a signalised pedestrian crossing on the western arm of the junction. The results of the Level of Service assessment in the Transport Impact Assessment demonstrate that the Level of Service at the Thomas Street / Bridgefoot Street junction increases from an E rating to a C rating with the Proposed Scheme and have a Medium Positive Impact.

At the Thomas Street / Meath Street junction signalised pedestrian crossings on the southern and western arms are retained. There is an existing pedestrian crossing located approximately 60m east of Thomas Street / Meath Street junction which will be retained and caters to the desire lines. No change to the Level of Service is anticipated at the Thomas Street / Meath Street junction.

Bus Stop Design

Summary of issue

The submission raises concerns about the proposed bus stop designs and in particular the width of bus stop islands that are proposed which may lead to pedestrian and cyclist conflicts. The submission lists the island bus stops along the Proposed Scheme and requests that these be redesigned.

Response to issue

The NTA welcomes Dublin Commuter Coalition's comments in relation to the importance of considering the pedestrian/cyclist interaction at bus stops. In Section 11 of EIAR Chapter 4, Proposed Scheme Description Appendix A4.1 Preliminary Design Guidance Booklet (PDGB) sets out the key measures to address the concerns raised in relation to vulnerable users at these locations which is further elaborated in Section 4.14 of the Preliminary Design Report in the Supplementary Information. These details have evolved as a result of direct consultation between the NTA and representative mobility groups, accessibility audits and road safety audits which have been carried out during the development of the Proposed Scheme.

As described in PDGB Section 11.1 Island Bus Stop, these types are the preferred bus stop option to be used as standard on the CBC project where space constraints allow. Island bus stops reduce the potential for conflict between pedestrians, cyclists and stopping buses by deflecting cyclists behind the bus stop, thus creating an island area for boarding and alighting passengers. On approach to the bus stop island the cycle track is intentionally narrowed, with yellow bar markings also used to promote a low-speed single file cycling arrangement on approach to the bus stop. Similarly, a horizontal cycle track deflection is proposed on the approach to the island to reduce cyclists' speed on approach to the controlled pedestrian crossing point on the island. To address the potential pedestrian/cyclist conflict, a pedestrian priority crossing point is provided for pedestrians accessing the bus stop island area.

Where space constraints do not allow for an island bus stop, PDGB Section 11.2 Shared Bus Stop Landing Zone provides an option consisting of a shared bus stop landing zone that may be considered. This proposed arrangement will remove the conflict between cyclists and stopping buses by ramping cyclists up to the footpath level where they continue through the stop.

Section 11.2 goes on to explain that to address the pedestrian/cyclist conflict, which would apply to wheelchair users also, the cycle track should be narrowed on approach to the bus stop and yellow bar markings should be provided to alert cyclists to the potential conflict ahead. In addition to this, at the bus stop, the cycle track should be deflected to provide a 1.0m wide boarding/alighting zone for bus passengers, including wheelchair users. Also, appropriate tactile kerbing should be provided to ensure that visually impaired users are aware of crossing areas.

Section 4.14.4 Preliminary Design Report in the Supplementary Information outlines the location where island bus stops are proposed. Section 4.14.5 of the same document outlines the locations where shared landing area bus stops are proposed.

Bike parking

Summary of issue

The submission notes that Section 6.3 Baseline Environment of Chapter 6 Traffic and Transport is missing a combined 62 existing bike parking spaces from several locations within the redline boundary, including Emmet Road, James Street and Francis Street.

Moreover, Chapter 4 of the Proposed Scheme Description shows the removal of bike parking for car parking on Emmet Road and does not show the removal of the other spaces on James Street and Francis Street. The Dublin City Development Plan is quoted demonstrating the importance of bike parking in Dublin.

Response to issue

As set out in Supplementary Information Preliminary Design Report Sections 4.11.6 and 4.13 bike racks will generally be provided, where practicable, at island bus stops and key additional locations. The island bus stop and key additional cycle parking locations are noted in the Landscape General Arrangement drawings in Volume 3, Chapter 4 Section 5 of the EIAR. As shown in the Landscape Arrangement drawings, new cycle parking is proposed along Emmet Road which will substantially increase the cycle parking availability it in this location.

With regards to cycle parking, 417 spaces are currently provided. The Proposed Scheme will increase provision by 148% to a total of 1017 spaces across the entire corridor.

Fonthill Road widening

Summary of issue

The submission notes their objection to the widening of the existing four lane Fonthill Road to maintain two general traffic lanes. It is suggested that one of the existing general traffic lanes should be reallocated to a bus lane to avoid widening.

Response to issue

The widening of Fonthill Road consists of new cycle tracks, new bus lanes and dedicated turning lanes as shown in the General Arrangement Drawings which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR.

The design and modelling of junctions has been an iterative process to optimise the number of people (rather than vehicles) that can pass through each junction, with priority given to pedestrian, cycle and bus movements. The design for each junction (and sections between) within the Proposed Scheme was developed to meet the underlying objectives of the Proposed Scheme. Junctions have been designed to ensure a high level of comfort and priority for sustainable modes of travel e.g., walking, cycling and public transport, by prioritising the space and time allocated to these modes within the operation of a junction, and subsequently to accommodate the forecasted future year traffic volumes as safely and efficiently as possible within the remaining space and time. This has allowed the design to maximise the number of people moving through each junction and to prioritise these sustainable modes of travel.

Emmet Road

Summary of issue

The submission notes that the Proposed Scheme on Emmet Road has narrow footpaths and no cycle infrastructure. They note that on-street parking is provided and has introduced pedestrian pinch points at the pedestrian entrance to Inchicore College of Further Education and outside Small Changes. To submission proposed that the parking spaces at Inchicore College of Further Education and outside Small Changes are removed from the scheme to reduce the car dominance of the scheme.

Response to issue

Section 3 of the Preliminary Design Report provided in the Supplementary Information notes the junction of Grattan Crescent / Sarsfield Road / Inchicore Road will be upgraded as part of the Proposed Scheme to provide better walking and cycling facilities. The improved cycle facilities at this junction also facilitate the primary cycle route 7A which travels along Sarsfield Road and Inchicore Road and provides an alternative cycle route to the city centre before re-joining the corridor at Bow Lane.

As set out in Supplementary Information Preliminary Design Report Sections 4.11.6 and 4.13 bike racks will generally be provided, where practicable, at island bus stops and key additional locations. The island bus stop and key additional cycle parking locations are noted in the Landscape General Arrangement drawings in Volume 3, Chapter 4 Section 5 of the EIAR. As shown in the Landscape Arrangement drawings, new cycle parking is proposed along Emmet Road which will substantially increase the cycle parking availability it in this location.

With regards to cycle parking, 417 spaces are currently provided. The Proposed Scheme will increase provision by 148% to a total of 1017 spaces across the entire corridor.

2.6.7 25 – Brendan Heneghan

2.6.7.1 Overview of Submission

The submission raised the following issues:

- Bus Gate at St James's Hospital;
- Time savings reported;
- Construction; and
- Consultation process.

2.6.7.2 Bus Gate at St James's Hospital

Summary of issue raised

The submission discusses the hours of operation in regard to the Bus Gate at St James's Hospital and queries whether a Bus Gate is required in the PM peak as the submission states time savings are minimal. Furthermore, the submission is in favour of the proposed hours Monday to Friday but does not believe weekend bans should be in place.

The submission also requests that An Bord Pleanála consider the condition that any extension to these times will result in a planning application having to be submitted, in order for the Board not to confuse the hours of operation.

The submission also requests an Oral Hearing from the Board.

Response to issue raised

As indicated in the General Arrangement drawings, which are provided as an appendix to Chapter 4 in Volume 3 of the EIAR, the proposed Bus Gate is indicated on sheet 23 and 24. The previous design presented at the non-statutory consultation indicated a 24-hour Bus Gate located at Mount Brown. As outlined in EIAR Volume 2 Chapter 4 Proposed Scheme Description Section 4.3, following concerns raised during the non-statutory public consultation regarding access to Mount Brown, Old Kilmainham, St James's Hospital and the local area, the design of the Bus Gate was refined to reduce these impacts on the surrounding area. The Bus Gate was amended with the eastbound Bus Gate being relocated to the James's Street entrance to the hospital campus. The westbound Bus Gate location was retained but the length was shortened. The operational hours were also reduced with the eastbound Bus Gate operating in the AM and the westbound Bus Gate operating in the PM. This revised arrangement for the Bus Gate will allow access at all times from all direction to Ceannt Fort, the Children's Hospital, Adult hospital, and the local area.

EIAR Volume 2 of 4 Chapter 4 (Section 4.6.4.3) states "*the hours of operation of the bus gates will be subject to on-going review based on prevailing traffic conditions and the goal of achieving the project objectives. The NTA and local authorities will co-operate in good faith to address any issues with the*

hours of operation that may arise during the lifetime of the Proposed Scheme". As with any new traffic management measures, traffic in the area will be monitored to ensure bus priority along Mount Brown is maintained. The exact operational hours may need to be refined as traffic patterns change over time.

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

2.6.7.3 Time savings reported

Summary of issue raised

The submission raises questions around unsubstantiated claims surrounding time savings. According to the submission the scheme originally proposed a roughly half an hour saving on a 65 minute journey, but the analysis in Chapter 6 Volume 2 of the EIAR Traffic and Transport have smaller margins of improvement, with the most extreme being 3-6 minutes outbound, with inbound journeys saving approximately 4 to 15 minutes.

Response to issue raised

As part of the three phases of non-statutory consultations during the development of the scheme proposals, the Information Brochures presented certain key facts pertaining to the Proposed Scheme, including:

- Current bus journey time: up to 65 mins;
- BusConnects journey time: 30-35 mins;
- Future bus journey time without BusConnects: 80+ mins.

The information presented in the November 2020 Public Consultation Brochure in Appendix I of the Preferred Route Options Report included in the Supplementary Information relates to journey time information for a corridor which commences at a new terminus adjacent to the Liffey Valley Shopping Centre and is routed along the distributor roads to the west and south of the Shopping Centre to the junction with the Coldcut Road. It is then routed along Coldcut Road and Ballyfermot Road to the junction with Sarsfield Road. From here, the CBC is routed via Sarsfield Road, the R839 along Grattan Crescent, along Emmett Road, Old Kilmainham, Mount Brown, James's Street, Thomas Street, Cornmarket and along High Street to the junction with Nicholas Street and Winetavern Street where it will join the existing traffic management regime in the City Centre.

Journey time information for this route was extracted from the Automatic Vehicle Location (AVL) data from the Dublin Bus fleet. This journey time information revealed that that bus journey times along this route can take up to 65 minutes, this data was extracted from the 95th percentile bus journey time data along this route. The high level of segregation, priority and traffic light hurry calls being proposed by the BusConnects infrastructure project is anticipated to deliver more consistent bus journey times closer the 25% percentile bus journey time along this route, approximately 35 minutes.

As outlined to Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR documentation average journey time data is presented from the modelled micro-simulation analysis. This analysis reveals that along the route the average journey time inbound in the AM peak goes from 36.5 minutes in the 2028 Do Minimum scenario to 27.1 minutes in the Do Something scenario. This translates to a total average journey time saving of 9.4 minutes in the AM peak in 2028. Furthermore, the difference in journey times can be seen in Table 6.42 in the EIAR Chapter 6 Traffic and Transport, which states that all inbound scenarios, AM and PM peaks for 2028 and 2043, the time saving between the Do Something and Do Minimum scenarios ranged from 20-26%.

Moreover, the same analysis was conducted outbound, where for all scenarios listed above, Table 6.44 of EIAR Chapter 6 Traffic and Transport state time savings of 9-10%.

Chapter 6 goes on to state "*Based on the results presented in Table 6.46, modelling shows that the Proposed Scheme will reduce total bus journey times along the Proposed Scheme by up to 20% in 2028 and 2043. Based on the AM and PM peak hours alone, this equates to 5.6 hours of savings in 2028 and 5.8 hours in 2043 combined across all buses when compared to the Do Minimum."*

Chapter 6 also explicitly acknowledges that the variation in average journey times is based on one set of predicted flows for the Do Minimum and DoSomething scenario. In reality as stated in Chapter 6 *"traffic flows fluctuate daily which would mean that the variation in journey times would be much greater*

in the Do Minimum with any increases in traffic flows compared to the protection of journey time reliability provided by the bus priority measures that comprise the Proposed Scheme".

This variation in journey times along a corridor with lower levels of segregation and priority can lead to the larger 95th percentile journey times as seen in the AVL data for the route presented in the November 2020 public consultation brochure.

Overall, it is anticipated that the improvements in journey times and reliability for bus users along the Proposed Scheme will have a Positive, Very Significant and Long-term effect.

Modal-shift from car to other sustainable modes is the key objective of the proposed scheme. Time saving is only one of many objectives and benefits. As stated in Section 2.4 in Chapter 2 Need for the Proposed Scheme of Volume 2 of the EIAR:

"The Proposed Scheme design involves the prioritisation of People Movement, focusing on maximising the throughput of sustainable modes (i.e., Walking, Cycling and Bus). A quantitative people-movement assessment, as part of the transport impact assessment, facilitates a comparison of the Do Minimum and Do Something peak hour scenarios for the forecast years (2028 and 2043). The benefits resulting from the 2028 AM Peak Hour people-movement assessment shows that there is an increase of 58% in the number of people travelling by bus, an increase of 45% in people walking or cycling, and a reduction of 53% in the number of people travelling by car along the route of the Proposed Scheme."

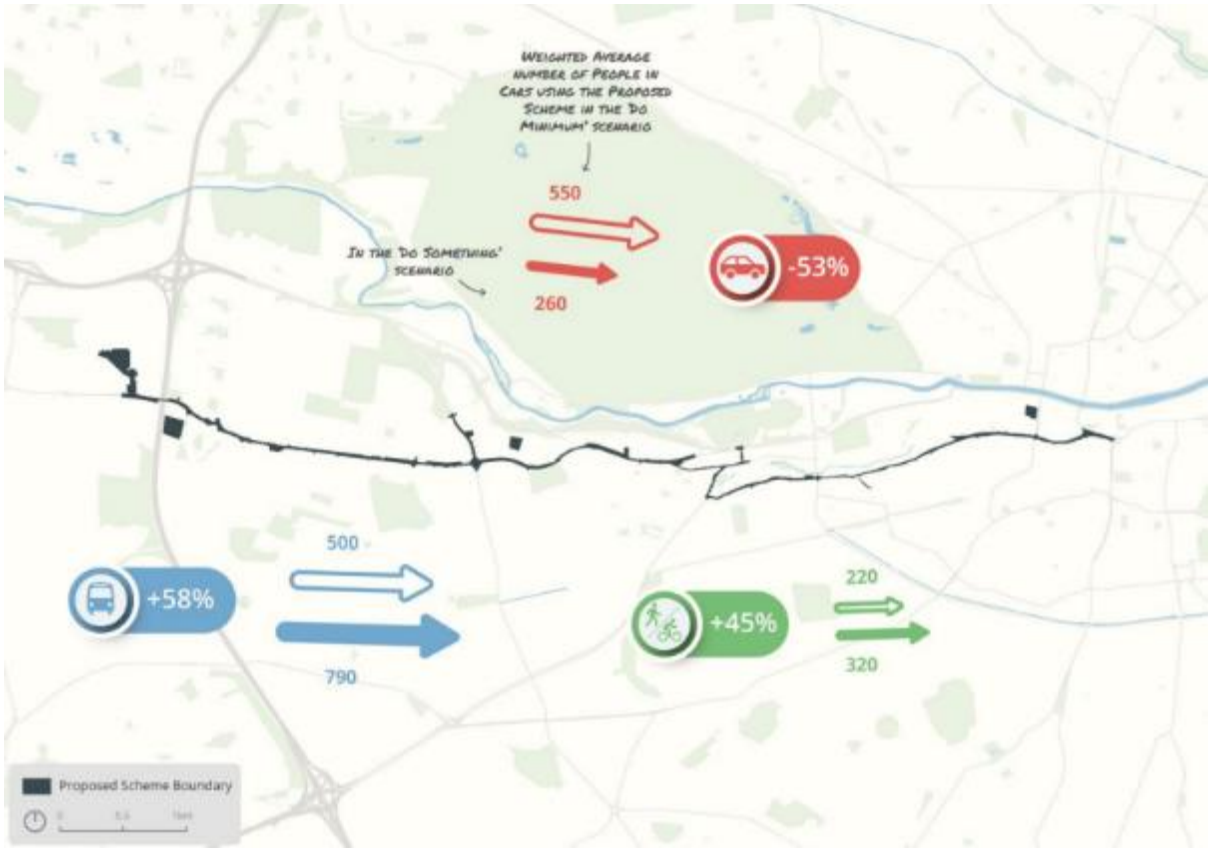


Figure 2-44: People Movement by Mode During 2028 AM Peak Hour

2.6.7.4 Construction

Summary of issue raised

Submission shared their concern about the construction timeframes on North Strand and any associated construction related issues stemming from this closure.

Response to issue raised

As described in section 5.8.3 of Chapter 5 Construction of Volume 2 of the EIAR, the roads and streets along the Proposed Scheme, will remain open to general traffic wherever practicable during

the Construction Phase. However, in some instances, lane closures, and short-term road closures and diversions will be necessary to facilitate construction.

Any Operational Phase modifications to general traffic will be implemented at the start of the construction Phase e.g., the Bus Gate at Mount Brown, the closure of Grattan Crescent to northbound general traffic, the closure of Ballyfermot Road to eastbound general traffic between Le Fanu Road and Kylemore Road.

Where works are proposed along single lane sections, a controlled stop / go system of temporary traffic lights with priority provided to traffic travelling towards the City Centre during the morning peak period will be reversed during the afternoon, where appropriate. Where necessary, the appointed contractor will implement lane closures and / or traffic diversions to supplement the stop / go system. The traffic management measures may give rise to some traffic delays outside of the morning peak period and afternoon peak period; however, it is anticipated that these would be of a short duration.

2.6.7.5 Consultation process

Summary of issue raised

The submission considers that the consultation on the Proposed Scheme was inadequate at all stages of the development of the proposal and that the NTA largely ignored the principles of the Aarhus Convention on effective public participation. It also expresses the view that no opportunity was afforded to those who are not computer literate (by a toll-free number) to participate in any aspect of Phase 2 or Phase 3, which is in breach of paragraph 49 and 50 of the Kazakhstan Advice. It goes on to cite other potential breaches under paragraphs 29, 33, 38, 45, 46, 23, 26, 34 and 57 of the Kazakhstan Advice. It makes the request that a further consultation is undertaken with Kazakhstan principles being observed.

Response to issue raised

Ireland ratified the Aarhus Convention in June 2012 and it entered into force in Ireland in September 2012. Prior to that ratification, Ireland had to ensure that all the provisions of the Convention were implemented in national law, which took a number of years, and involved over 60 pieces of legislation.

Accordingly, Ireland's obligations under the Aarhus Convention have been fully incorporated into Irish legislation and include rights of access to information on the environment, rights of participation in planning determinations, rights of access to adequate review procedures and various other rights.

These are now statutory provisions, which are binding on all applicable parties.

In relation to transport infrastructure projects, the applicable statutory provisions are set out in the relevant planning and transport legislation, which include requiring major projects to seek planning consent from An Bord Pleanála. Those application processes for large infrastructure schemes provide for a statutory process requiring the making available for public review all of the applicable information set out in the legislation and permitting the making of submissions in relation to the proposals to the determining body, being An Bord Pleanála.

Thereafter, the legislation provides for the holding of an Oral Hearing, enabling direct public engagement and participation in the decision making process.

It should be noted that the advice sought by the Republic of Kazakhstan from the Aarhus Convention Compliance Committee related to the holding of "public hearings". The term "public hearing" is the equivalent of the "Oral Hearing" process conducted by An Bord Pleanála here in Ireland. This Oral Hearing arrangement is part of the statutory process set out in Irish legislation in fulfilment of its obligations under the Aarhus Convention. The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

In relation to the three phases of non-statutory consultation referred to in the submission, at that time the Proposed Scheme had not yet progressed to the stage of a planning application to An Bord Pleanála. Instead, the Proposed Scheme was still at the stage of considering various scheme options before finalising a proposal that would then be brought forward for consideration of development consent. As part of the scheme development stage, various non-statutory public consultation processes have been undertaken. These processes are in excess of the requirements of the Aarhus

Convention, whose obligations are already enshrined in Irish legislation including “statutory public consultations” which is the stage that the project has now reached.

While, as mentioned above, the Kazakhstan Advice does not apply to the non-statutory public consultation, every effort was made by the NTA to facilitate public participation and engagement during government restrictions relating to the Covid-19 pandemic. A second round of non-statutory public consultation ran from 4th March 2020 to 17th April 2020 but shortly thereafter due to the Covid-19 pandemic and the various government restrictions, all events forming part of this second round of non-statutory public consultation scheduled after 12th March 2020 were cancelled. However, as the NTA had already received some written submissions by that date, the decision was made not to close the consultation entirely but instead to allow written submissions to continue to be made up until 17th April 2020 which was the original deadline for such submissions.

To further facilitate public engagement and participation, a third round of non-statutory public consultation took place from 4th November 2020 to 16th December 2020. With the continuing effect of the Covid-19 pandemic and associated government restrictions, the third round of non-statutory public consultation was held largely virtually.

2.7 Individual Properties – Submissions in Response to Proposed Scheme and CPO

2.7.1 Overview of Submissions

For the following four submissions made in relation to the Proposed Scheme at individual properties, a submission was also made in response to the CPO relating to the proposed acquisition of land from the front of the premises.

Table 2.12 below lists these four submissions, along with their location and with the relevant CPO submission number noted.

Table 2.12: Submissions Made in Respect of Individual Properties

Submission No	Name	Address	CPO Submission No
3	Our Lady of the Assumption Parish	197 Kylemore Road, Ballyfermot	CPO-20
4	Patrick Brien	81 The Steeples, St Laurence Road	CPO-23
7	St. James's Hospital	James Street, Dublin	CPO-18
30	Gallagher Family and Others	71 Ballyfermot Road, Dublin	CPO-06

The following sections provide the details of the submissions.

Note that the Tesco Ireland Limited submission (19) was also submitted in response to the CPO (CPO-24). Due to the various locations referenced in the Tesco submission, this has been summarised in Section 2.5.2.

2.7.2 03 - Our Lady of the Assumption Parish (CPO-20)

Summary of issue raised

This submission raises the following potential issues:

i. Issue with ownership

   Uncertainty whether the effected land is in their ownership, belongs to Dublin City Council or is shared between both parties.

ii. Access to Church

It is noted in the submission that the Proposed Scheme will reduce the safety for those accessing the church, particularly those with reduced mobility

The submission is also concerned that the new layout will lead to a loss of vehicle access and will impede funerals and other daily activities of the church

iii. Increased Congestion

The submission is concerned that the signalised junction will have a negative effect on traffic in the area.

Response to issue raised

i. Issue with ownership

Information gathered as part of our Title Research is set out in our CPO schedule. The NTA notes the comments set out in the objection.

ii. Access to Church

As part of the Proposed Scheme, it is proposed to upgrade the existing roundabout at Kylemore Road / Ballyfermot Road to a signalised junction to provide improved bus priority, pedestrian, and cycle infrastructure.

As outlined in the Preliminary Design Report provided in the Supplementary Information, Ballyfermot Road / Kylemore Road facilitates the movement of vehicles, but provides poor facilities for pedestrians, cyclists and buses. Pedestrians and cyclists have to walk a significant distance off of their desire line to cross the road at a signalised crossing, which many are observed not to do resulting in unsafe conditions for these vulnerable road users. While buses on the main corridor can pass through the junction with relative ease, those entering from the side road can often be delayed due to traffic flow on the main line.

As part of the Proposed Scheme and as described in the Preliminary Design Report, it is proposed to develop a high-quality urban realm scheme with community spaces. The central green space within the roundabout will be reallocated as four distinctly designed quadrants that are more accessible to the community. Outside the Church, a new green space, re-arranged parking area and revised vehicular access will be provided which also includes the relocated statue and welcome sign from the roundabout. New tree planting, seasonal planting, seating and feature paving in high quality concrete with granite kerbs will create an attractive and engaging community oriented public space in this quadrant.

As outlined in Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR, the upgrades at this junction, which include direct signalised crossings on all arms of the junction, are anticipated to result in an increase in the Pedestrian Level of Service from a C rating to an A rating resulting in a Medium Positive Impact.

At present, vehicular, pedestrian and cyclist access to the Church of Our Lady of the Assumption is facilitated directly via Ballyfermot roundabout. It is proposed for vehicle access to be maintained and relocated approximately 30m north of the current location via Kylemore Road.

To facilitate the upgrades in this location, it is proposed to reconfigure the 8 parking spaces on the north-western corner of the R833 Ballyfermot Road / R112 Kylemore Road Roundabout outside the gates of the Church of Our Lady of the Assumption. Three additional informal parking areas on the south-western corner of the R833 Ballyfermot Road / R112 Kylemore Road Roundabout and two additional informal parking areas on the south-eastern corner.

iii. Increased Congestion

During the development of the Proposed Scheme design, traffic modelling was undertaken in parallel to identify potential implications arising from the proposals and allow the design to be refined to mitigate any potential impacts. The modelling carried out is set out in Chapter 6 of the EIAR. The modelling identifies potential decreases and increases in traffic flows on some

road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

As displayed in Table 6.50 and Table 6.54 in Chapter 6 (Traffic and Transport) in Volume 3 of the EIAR, roads within the direct study area (i.e. within the scheme extent such as R833 Ballyfermot Road and R112 Kylemore Road) are anticipated to experience a reduction in general traffic flows in the AM and PM peak hour. At R112 Kylemore Road, this reduction is anticipated to be approximately 380 passenger car units per hour in the AM peak and approximately 250 passenger car units per hour in the PM peak.

Various links within the indirect study area (i.e. outside of the scheme extent) are also anticipated to experience a reduction in traffic flows as shown in Table 6.51 and Table 6.55 in Chapter 6. Overall, it has been determined that the impact of the reduction in general traffic flows along the Proposed Scheme will be Positive, Moderate and Long-term.

Various roads within the indirect study area are anticipated to see an increase in traffic flows. To determine the impact that the Proposed Scheme has in terms of an increase in general traffic flows, a robust assessment has been undertaken, with reference to TII's "Traffic and Transport Assessment Guidelines (May 2014)". Each road link that is predicted, through the modelling, to experience an increase in 2-way flows of more than 100 passenger car units has been subjected to further assessment to assess the significance of effects in relation to the traffic flow changes on these links.

Section 6.4.6.3.8.5 General Traffic Impact Assessment of Chapter 6 outlines the 3-step assessment process that has been undertaken to assess the impact and significance of effect at each junction along the identified links that are predicted to experience traffic flow increases. Tables 6.60 to 6.63 outline the results of this assessment which shows that the majority of assessed junctions have V / C ratios of below 85%, i.e. they are operating within capacity for all assessed years in the Do Minimum and Do Something scenarios (i.e. with and without the Proposed Scheme).

The assessment indicates that these junctions will be able to accommodate any changes in traffic volumes, as a result of the Proposed Scheme. The effects at junctions are predominantly deemed to be Imperceptible to Not Significant and Long-term with nine junctions along the Proposed Scheme predicted to experience a negative, moderate and long term impact. Given that the redistributed traffic will not lead to a significant deterioration of the operational capacity on the surrounding road network, no additional mitigation measures, beyond what is included already in the design, have been considered.

Specifically in this location, it was identified that the only junction not to have an Imperceptible to Not Significant and Long-term impact is the Le Fanu Road / Kylemore Road / Chapelizod Hill Road junction where an Imperceptible to Not Significant and Long-term impact is anticipated in the 2028 AM scenario, 2028 PM scenario and 2043 PM scenario whilst a Low Positive impact is anticipated in the 2043 AM scenario.

2.7.3 04 - Patrick Brien (CPO-23)

Summary of issue raised

The submission raises one potential issue:

i. Boundary relocation, loss of amenity space and devaluation of property:

   The submission is concerned about the location of the proposed wall and trees to their property and the resultant loss of amenity space, and devaluation of their properties.

Response to issues raised

i. Boundary relocation, loss of amenity space and devaluation of property:

   Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and

in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

The Landscape General Arrangement drawings in Chapter 4 of Volume 3 of the EIAR (and extracted below), provide an overview of the trees which are impacted as a result of the scheme and also indicate new tree planting which, once established, will replace the removed. Some trees which are in close proximity to the boundary wall which is being set back as part of the scheme will be replaced as part of the works.

Figure 2-45: Existing conditions at the Steeples, Ballyfermot Road

Figure 2-46: Proposed changes at the Steeples, Ballyfermot Road

With regards to loss of amenity space, the Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

2.7.4 07 - St. James's Hospital (CPO-18)

Summary of issue raised

This submission raises three potential issues:

i. Access to Energy Centre and National Children's Hospital

The submission raises concerns that access to the St. James's Hospital Energy Centre and the National Children's Hospital will be compromised or disrupted.

It is stated that access to the National Children's Hospital should be maintained throughout the duration of the works.

ii. Anti-social behaviour and boundary treatment

The submission is concerned about antisocial behaviour with the footpath being closer to the Energy Centre and requests that additional security railings are installed

iii. St. James's Hospital traffic alterations

The response raised that the through road at St James's Hospital will be closed to traffic as part of the New Children's Hospital planning application and states that this should be taken into account.

Response to issues raised

i. Access to Energy Centre and National Children's Hospital

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

As outlined above in response 2.1.3.2, access to hospital campus via sustainable modes will be greatly improved following the implementation of the Proposed Scheme. Access by private vehicle to the New Children's Hospital will still be possible at all times from all direction. Traffic leaving the Children's hospital car park from the Mount Brown exit during the AM peak will be required to turn left to avoid the Bus Gate. Additional signage will be erected to advise motorists of the restrictions.

The proposed closure of the St James's Hospital campus for through traffic being implemented separately by the hospital has been captured as part of the traffic modelling exercise undertaken as part of the Proposed Scheme assessment. This closure combined with the implementation of the Bus Gate will see a reduction in traffic in the area which will reduce existing traffic congestion in the vicinity of the hospital which is clearly demonstrated in Chapter 6 Traffic and Transport of Volume of the EIAR. Table 6.5 in Section 6.4.6.3.8.3 of the EIAR (reproduced in Table 3.4 below) presents road links that Experience a Reduction of ≥ 100 Combined Flows during AM Peak Hour. Traffic along James's Street reduced by over 50% with the Bus Gate in place.

Table 2.13: Road Links that Experience a Reduction of ≥ 100 Combined Flows during AM Peak Hour (Direct Study Area) Section Map I.D. Road Name Do Minimum Flows (PCUs) Do Something Flows (PCUs) Flow Difference

Section	Map I.D.	Road Name	Do Minimum Flows (PCUs)	Do Something Flows (PCUs)	Flow Difference (PCUs)
Section 1 - Liffey Valley to Le Fanu Road	S.1	Fonthill Road	544	399	-145
		R833 Coldcut Road	2000	1063	-937
		R833 Ballyfermot Road	1022	446	-576
Section 2 - Le Fanu Road to Sarsfield Road	S.2	R833 Ballyfermot Road	1080	206	-874
		R112 Kylemore Road	892	511	-382
		R833 Sarsfield Road	1238	573	-666
		Sarsfield Road	690	180	-510
Section 3 - Sarsfield Road to City Centre	S.3	R839 Inchicore Road	797	619	-178
		R839 Grattan Crescent	1287	576	-712
		R810 Emmet Road	1307	917	-390
		R810 Old Kilmainham	869	264	-606
		R810 Mount Brown	861	256	-606
		R810 James Street	1370	665	-706
		R810 Thomas Street	1474	653	-822
		R810 Cornmarket	1217	117	-1100
		R108 High Street	2148	815	-1333

Regarding construction impact, when roads and streets are being upgraded, there will be some temporary disruption / alterations to access in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works. As described in section 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. Access and egress will be maintained at all times.

ii. Antisocial behaviour and boundary treatment.

At this location the Proposed Scheme will require approximately 0.5m to 7.5m of permanent land acquisition and 4m of temporary land acquisition from the property to accommodate the proposed pedestrian footpath, with the boundary walls being replaced on a like for like basis. The potential for anti-social behaviour will not change as result of the new boundary.

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

As can be seen in the Fencing and Boundary Treatment Drawings, Volume 3 – Figures, Chapter 4 Proposed Scheme Description, it is proposed to reconstruct the boundary wall on a like for like basis at this location.

Figure 2-47: Fencing and Boundary Treatment Drawings on Emmet Road

iii. St. James's Hospital traffic alterations

Future committed transport schemes have been included within the appropriate modelling scenario; this includes the ban of traffic travelling through the St James's Hospital / New Children's Hospital sites.

Access to hospital campus via sustainable modes will be greatly improved following the implementation of the Proposed Scheme as well as the amendments to the bus network service routing, with expected bus journey time reductions, more dependable bus services and increases in the frequency of bus services across the network as a whole. This serves to achieve the aim of the Proposed Scheme which 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.

During the development of the Proposed Scheme design, traffic modelling was undertaken in parallel to identify potential implications arising from the proposals and allow the design to be refined to mitigate any potential impacts. The modelling carried out is set out in Chapter 6 Traffic and Transport of Volume 2 of the EIAR. The modelling identifies potential decreases and increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

2.7.5 30 – Gallagher Family and Others (CPO-06)

Summary of issue raised

The submission raises four issues:

i. Outdated Mapping

Deposit map (0007-DM-0012) is outdated and omits developments to residences. Lack of confidence that thorough surveying of the area has been undertaken.

ii. Restriction of access.

Concern that the removal of access onto O'Hogan Road from the scheme will increase traffic and congestion on the surrounding roads.

Concern the restrictions will remove access to emergency services and result in longer response times in the event of an emergency.

iii. Bus Stop Location

The submission states that the location of the bus stops will lead to increased anti-social behaviour and littering.

iv. Removal of Pedestrian Crossing

The submission is concerned that the removal of the pedestrian crossing at O'Hogan Road will restrict access to side roads and nearby bus stops. It also states that there is no traffic calming features to maintain safe speeds through the section.

Response to issues raised

i. Outdated Mapping

The General Arrangement drawings are displayed on Ordnance Survey mapping which is regularly updated by Ordnance Survey Ireland. Whilst the designs are displayed on this mapping, up-to-date and detailed topographical survey of all areas within the proposed site boundary has been undertaken to inform the design development.

ii. Restriction of access

The Proposed Scheme includes the closure of O'Hogan Road to maintain bus priority following the priority signalling. Chapter 4 Proposed Scheme Description of the EIAR, notes that access to O'Hogan Road, including for emergency vehicles, is maintained via Garryowen Road and Decies Road.

In relation to potential impacts arising from these proposals, as set out in EIAR Chapter 6 Traffic and Transport, Section 6.4.6.2.8 General Traffic Assessment, the transport modelling undertaken for the assessment of the Proposed Scheme has considered the potential for traffic redistribution impacts resulting from the Proposed Scheme measures. This identifies potential decreases as well as increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

To determine the impact that the Proposed Scheme has in terms of an increase in general traffic flows on the direct and indirect study areas, a robust assessment has been undertaken, with reference to TII's "Traffic and Transport Assessment Guidelines (May 2014)". Each road link that is predicted, through the modelling, to experience an increase in 2-way flows of more than 100 passenger car units has been subjected to further assessment to assess the significance of effects in relation to the traffic flow changes on these links.

In relation to the streets surrounding O'Hogan Road streets are identified as experiencing and increase of over 100 2-way flows in passenger car units.

iii. Bus Stop Location

Section 10.2.1 of the EIAR Chapter 10 Population, and Appendix A10.2 to Chapter 10, assesses the Economic Impact of the Core Bus Corridors, which includes consideration of the impact of transport infrastructure on criminal activity. The conclusion reached on page 25 is that "*the new infrastructure improvements should have a direct and immediate impact on crime along the corridors. It will provide better, safer and more visible bus stops whilst also improving the wider public realm infrastructure through investments such as improved street lighting. This will act as a direct deterrent to criminal activity and result in a reduction in crime. This in turn has been shown to encourage people onto the streets into the evening which will also support the night time economy in community centres."*

Section 10.4.4.1.1 of EIAR Chapter 10 Population considers the Community Amenity and for the Chapelizod community area this is assessed a Positive, Not Significant and Long-Term

impact. Additional information in relation to the potential community impacts arising from crime and antisocial behaviour is set out in EIAR Chapter 10 Population Appendix A10.2 Economic Impact of the Core Bus Corridors, which notes the following:

- *Good infrastructure has also been shown to have a positive impact on levels of crime, particularly low level crimes such as theft and vandalism. There is evidence from a wide range of studies that redesigned public realm, especially those which are better lit and more visible, see significant reductions in the level of crime.*

- *A study from Los Angeles in the late 1990s discovered that the location and visibility of bus stops can have an impact on crime. Where bus stops were clearly visible, offered shelter to the user and were on streets with high levels of vehicle traffic, criminal activity was less common. In contrast, crime rates were found to be higher if the bus stop was at an intersection with an alley, next to off-licences, cashpoint services, vacant buildings or on-street parking, or in areas where there was a lot of graffiti and litter.*

The NTA document: Permeability in Existing Urban Areas Best Practice Guide 2015, referenced in the Dublin City Development Plan (as mentioned in response to issue i) supports this assessment. This policy guidance states that *"a higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided".* The document goes on to state that *"If people have a higher tendency to walk and cycle around their neighbourhood, they are more likely to meet each other. Often it is these meetings which give a sense of community more than formal arrangements and a greater sense of community is often cited as a key requirement in addressing many anti-social behaviour problems in Irish urban areas."*

The Best Practice Guide also includes following text provided by a local resident and member of the Residents Association Committee when discussing views amongst residents before implementation of the Dargle Wood Scheme: '*This green space has a long history of antisocial behaviour… drugs, alcohol abuse, loitering motorbiking etc. Residents thought that making the area more accessible and providing public lighting would worsen these problems and they opposed the project on these grounds.'*

The following text is provided by the same local resident, indicating how residents' views have changed as a result of the modified scheme. '*Residents' fears and concerns of a worsening antisocial behaviour situation has not materialised to date and the amended project carried out has so far brought improvements that can be built upon...the putting in place of the review process post project (evaluation) has also helped to assuage residents' concerns in the event that adjustments may be required'*

In summary, the case study demonstrates that improved facilities, will have a positive impact on residential amenity, rather than leading to an increase in crime and anti-social behaviour.

iv. Removal of Pedestrian Crossing

As the objection identifies, the signalised pedestrian crossing is to be relocated as part of the scheme. To cater for desires lines associated with the proposed bus stops and public space, it is proposed to provide a new Toucan crossing approximately 550m to the west of O'Hogan Road and a new Toucan crossing approximately 500m to the east of O'Hogan Road.

3. Response to Objections to the Compulsory Purchase Order (CPO)

3.1 Overview of Objections

This chapter of the report addresses the 24 written objections that were received by the Board against the Proposed Scheme under ABP Case Number ABP-314056 within the prescribed period for making of objections. Refer to Section 1.2 of this report for a high level summary overview of the CPO objections and relevant association with submissions in relation to the Proposed Scheme application.

The original ABP numbering of individual objection letters has been maintained for continuity and ease of reference throughout, see Table 3.1 below.

Table 3.1: ABP CPO numbering by geographic location

CPO Ref No.	Location	CPO Ref No.	Location	CPO Ref No.	Location
1	The Steeples	9	Cherry Orchard Service Station	17	Sarsfield Road (3/3A Meadowview)
2	Sarsfield Road (Longmeadow Park)	10	Grange Cross	18	St. James's Hospital
3	73-75 Emmet Road	11	73 Emmet Road	19	St. Laurence's Glen
4	St. Laurence's Court	12	75 Emmet Road	20	Ballyfermot Road / Kylemore Road
5	Cherry Orchard Hospital	13	St. Laurence's Court	21	5-3 Ballyfermot Road
6	O'Hogan Road	14	Grange Cross	22	St. Laurence's Glen
7	Grange Cross	15	Liffey Valley Retail Park	23	The Steeples
8	Sarsfield Road (Longmeadow Park)	16	St. Laurence's Court	24	Various locations (Liffey Valley Shopping Centre)

Where applicable, for ease of reference and to avoid excessive repetition, the 24 objections have been grouped by seven geographic locations for reporting purposes, see Table 3.2 below.

Each geographic location has a sub-section of the report and the objections relating to each geographic location are reported that sub-section, which provides a general description and overview of the key common issues raised by the objections for that geographic area and provides a response to those issues. A response to the dispersed location objections is then also provided.

Table 3.2: Volume of CPO objections per geographic location

Location	No. of CPO objections	CPO Objection Reference Nos	Key Issue Raised
The Steeples	2	1, 23	Boundary relocation, loss of trees, loss of amenity space and devaluation of property
Sarsfield Road (Longmeadow Park)	2	2, 8	Issue with Ownership, impacts on proposed development, lack of detail
69-79 Emmet Road	3	3, 11, 12	Access to property, excessive land acquisition, pedestrian footpath

St. Laurence's Court	3	4, 13, 16	Access, bus stop location, devaluation, ownership, land acquisition.
Grange Cross	3	7, 14, 10	Parking, access, impact on business/ownership clarification.
St. Laurence's Glen	2	19, 22	Access, loss of trees
Dispersed locations	8	5, 6, 9, 15, 17, 18, 20, 21, 24	Various

3.2 The Steeples – CPO-01 and CPO-23

3.2.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track and general traffic lane in each direction. An outbound bus lane is proposed, with the signal-controlled bus priority being provided inbound through the section.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of Ballyfermot Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition from Markiewicz Park and the adjacent residential properties.

The land take required is shown in the following:

- relevant extract of the EIAR Volume 3 Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-1**.
- and the existing aerial views in **Figure 3-2**
- existing street view in **Figure 3-3** and **Figure 3-4**.

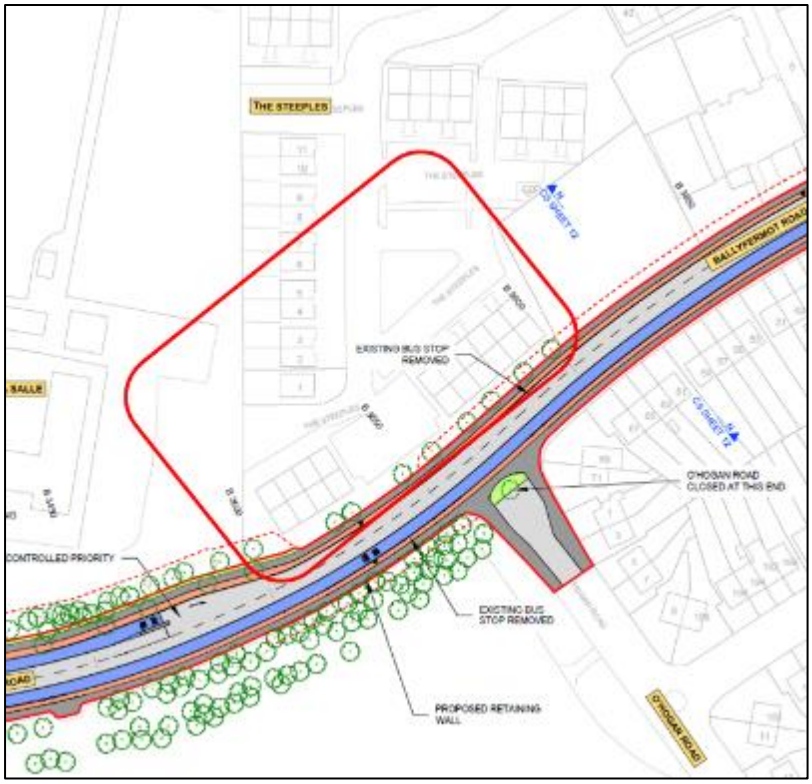


Figure 3-1: Proposed new Layout at The Steeples

Figure 3-2. Existing aerial view at The Steeples

Figure 3-3. Existing aerial view at The Steeples (Image Source: Google)

Figure 3-4. Existing aerial view at The Steeples (Image Source: Google)

3.2.2 Summary of Objections Raised

Objections CPO-01 and CPO-23 which relate to the same area are responded to individually below.

3.2.3 Responses to Individual Objection Letters

CPO-01 – Sky Property Management Limited

Summary of Objections Raised

The objection to the CPO raises two potential issues:

i. Boundary relocation, loss of trees:

The objection is concerned about the removal of the existing wall and tree line during and following the construction of the Proposed Scheme. The objection shared their views that this may result in an increase of noise and pollution and loss of privacy.

ii. Boundary relocation, loss of amenity space and devaluation of property:

The objection is concerned about the location of the proposed wall and trees to their property and the resultant loss of amenity space, reduced quality of life, and devaluation of their property.

Response to Objections Raised

i. Boundary relocation, loss of trees.

Figures 9.3 to Figures 9.5 of Chapter 9 Noise and Vibration of Volume 3 of the EIAR indicate the predicted noise impacts in relation to the Proposed Scheme.

- Figure 9.3 Construction Traffic Noise Impact Summary Sheet 3 of 4, assesses the impact as Imperception / Not Significant at this location.
- Figure 9.4 Opening Year 2028 Traffic Noise Impact Summary Sheet 3 of 3, assesses the impact as Imperceptible/Positive at this location
- Figure 9.5 Design Year 2043 Traffic Noise Impact Summary Sheet 3 of 3, assesses the impact as Imperceptible/Positive at this location.

With regards to operational noise impacts, Section 9.4.4.1.1.5 of the EIAR Chapter 9 Noise and Vibration notes along the Proposed Scheme, a direct, positive, slight, short to medium term impact to negative, slight to moderate, short to medium term impact is calculated for the 2028 opening year as a result of reduction in overall traffic volumes through the incorporation of bus priority signals and junctions, restricted turning movements for private vehicles and the incorporation of dedicated bus lanes, cycle lanes and footpaths.

Similarly, along the Proposed Scheme, a direct, positive, slight, long-term impact to negative, not significant to slight, long-term impact is calculated for the design year 2043. The overall significance ratings are lower for the design year compared to the year of opening due to:

- The magnitude of change ratings for the long term period are less significant compared to the year of opening due to the recognised habituation to traffic noise environment over time; and
- Overall traffic volumes forecast along the core bus corridor and surrounding road network are reduced during the design year compared to the opening year due to modal shift to public transport.

It is likely that a further reduction in overall noise level will occur along the Proposed Scheme due to the transition towards a full EV and HEV bus fleet, this reduction will occur irrespective of the Proposed Scheme.

With regard to construction impacts, where reasonably practicable to do so, works will be carried out during normal working hours and in consultation with local residents as described previously under Health and Safety issue.

As set out in Appendix A5.1 Construction Environmental Management Plan (CEMP) in Volume 4 of the EIAR, there are a number of specific noise mitigation and monitoring measures that will be implemented including the following:

NV2: The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas i.e., based on the construction threshold values for noise and vibration set out in Tables 9.7 and 9.10 in Chapter 9 (Noise & Vibration) of this EIAR. Reference to Table 9.37 in Chapter 9 (Noise & Vibration) of this EIAR indicates that intrusive works occurring within 25m to 45m of Noise Sensitive Locations (NSLs) will need specific noise control measures to reduce impacts depending on the time period over which they will occur, i.e., daytime or evening.

NV8: Construction activities will be scheduled in a manner that reflects the location of the site and the nature of neighbouring properties. Construction activities / plant or equipment items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g., road widening and utility diversions or activities with similar noise levels identified in Table 9.22 in Chapter 9 (Noise & Vibration) of this EIAR). Other construction activities associated with the Proposed Scheme will be scheduled to avoid significant cumulative noise levels

NV9: The NTA will establish clear forms of communication that will involve the appointed contractor and NSLs in proximity to the works so that residents or building occupants are aware of the likely duration of activities likely to generate noise or vibration that are potentially significant as set out in Table 9.7 and Table 9.10 in Chapter 9 of this EIAR.

NV10: During the Construction Phase the appointed contractor will carry out noise monitoring at representative NSLs to evaluate and inform the requirement and / or implementation of noise management measures. Noise monitoring will be conducted in accordance with International Organization for Standardization (ISO) 1996–1 (ISO 2016) and ISO 1996–2 (ISO 2017). The selection of monitoring locations will be based on the nearest representative NSLs to the working area which will progress along the length of the Proposed Scheme.

EIAR Volume 2 Chapter 7 (Air Quality) provides details of the air quality assessment undertaken for the Proposed Scheme. For this section of the corridor this has been assessed as Negligible as shown in Figures 7.1 and Figures 7.3 to 7.8 of Chapter 7 Air Quality of Volume 3 of the EIAR, in the vicinity of The Steeples around the monitoring location CBC0007DT006 shown in Figure 7.1.

In respect of loss of privacy, if the CPO is confirmed by An Bord Pleanála. Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

The Landscape General Arrangement drawings in Chapter 4 of Volume 3 of the EIAR provide an overview of the trees which are impacted as a result of the scheme and also indicate new tree planting which, once established, will replace the removed. Some trees which are in close proximity to the boundary wall which is being set back as part of the scheme will be replaced as part of the works. These proposed replacements are shown in the EIAR Volume 2 Chapter 17 Landscape (Townscape) & Visual Section 17.5.2.1.2 which are extracted below.

Figure 3-5: Existing conditions at the Steeples, Ballyfermot Road

Figure 3-6: Proposed changes at the Steeples, Ballyfermot Road

ii. Boundary relocation, loss of amenity space and devaluation of property.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction in Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

CPO-23 – Patrick Brien

Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Boundary relocation, loss of amenity space and devaluation of property:

The objection is concerned about the location of the proposed wall and trees to their property and the resultant loss of amenity space, and devaluation of their properties.

Response to Objections Raised

i. Boundary relocation, loss of amenity space and devaluation of property:

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

The Landscape General Arrangement drawings in Chapter 4 of Volume 3 of the EIAR provide an overview of the trees which are impacted as a result of the scheme and also indicate new tree planting which, once established, will replace the removed. Some trees which are in close proximity to the boundary wall which is being set back as part of the scheme will be replaced as part of the works. These proposed replacements are shown in the EIAR Volume 2 Chapter 17 Landscape (Townscape) & Visual Section 17.5.2.1.2 which are extracted below.

Figure 3-7: Existing conditions at the Steeples, Ballyfermot Road

Figure 3-8: Proposed changes at the Steeples, Ballyfermot Road

With regards to loss of amenity space, the Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction in Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision

for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

3.3 Sarsfield Road (Longmeadow Park) – CPO-02 and CPO-08

3.3.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track, bus lane and general traffic lane in each direction.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of Sarsfield Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-9** and **Figure 3-10**;
- and the existing aerial views in **Figure 3-11** and
- existing street view in **Figure 3-12** and **Figure 3-13**

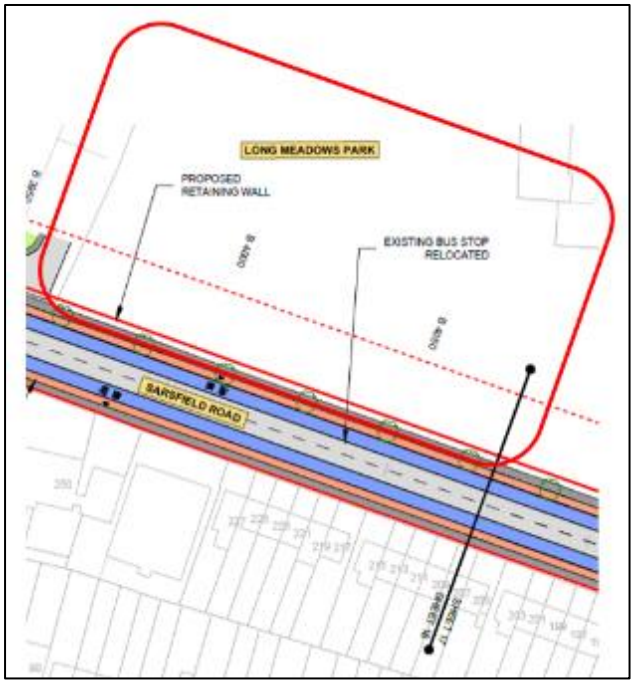


Figure 3-9: Proposed new Layout at Longmeadow Park

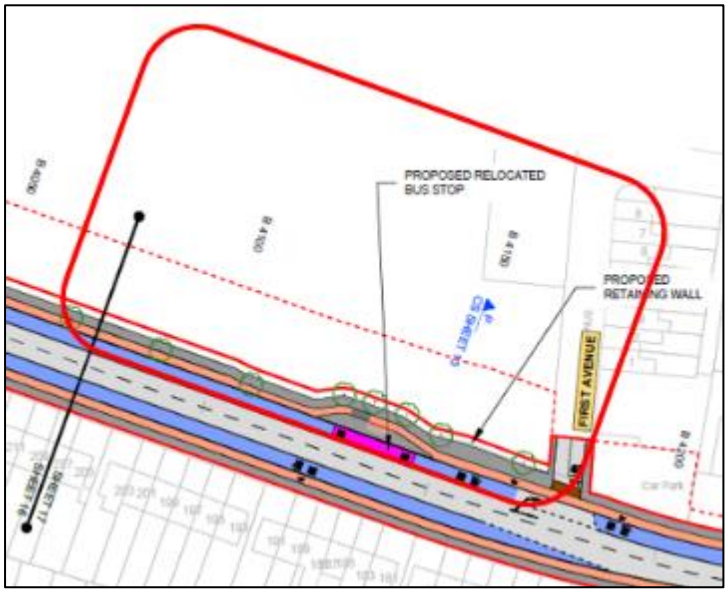


Figure 3-10: Proposed new Layout at Longmeadow Park

Figure 3-11: Existing aerial view at Longmeadow Park

Figure 3-12: Existing Street view at Longmeadow Park (Image Source: Google)

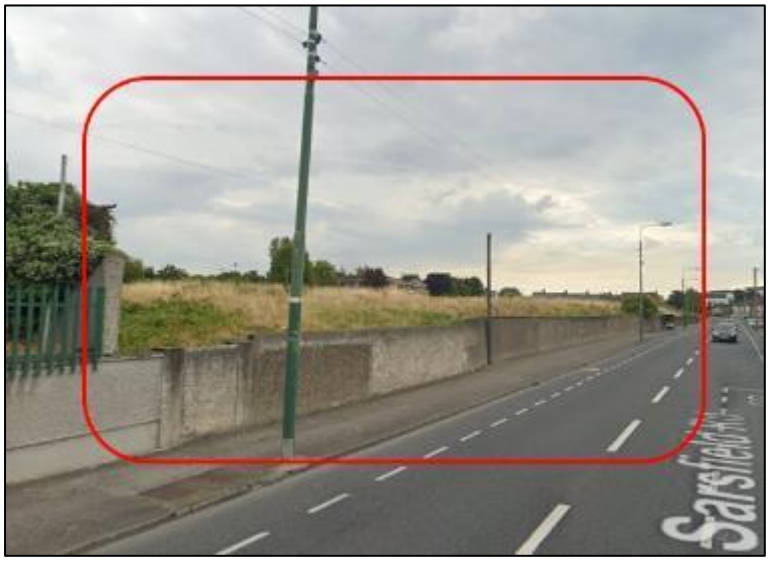


Figure 3-13: Existing Street view at Longmeadow Park (Image Source: Google)

3.3.2 Summary of Objections Raised

Objections CPO-02 and CPO-08, which relate to the same area are responded to individually below.

3.3.3 Responses to Individual Objection Letters

CPO-02 – Dublin City Council

Summary of Objections Raised

The objection to the CPO raises two potential issues:

i. Issue with ownership.

The objection states that there is a discrepancy in the land ownership information presented in the schedule.

iii. Impacts on proposed development

It is submitted that the proposed scheme will require a retaining wall be built along the full length of the landowner's property which is proposed to be used for the development of social housing. The objection considers that the construction of the retaining wall may delay the construction of the proposed residential development at this location.

The owner requests more details about the retaining wall and the possible timelines and suggests that the construction of the wall may need to be incorporated as part of the development of the residential properties. If the construction of the wall it is required as part of the residential development the objection requests a condition is attached to ensure the wall is funded as part of the Proposed Scheme.

In the event that the planning is granted, the objection requests a condition to ensure the design and finish of the wall is agreed by the NTA, DCC and Sons of Divine Providence. The objection also requests that pedestrian access points are identified and agreed, so that they may be incorporated into the retaining wall design.

It is requested that a condition is attached requiring service connection points for the new development be provided at the site be agreed between the three parties.

Due to the excavation required as part of the retaining wall construction it is requested that a condition is attached where an agreement is met to cover any adverse effects to foundations on the proposed dwellings. This may also include design of foundations that can be proposed for use at this location.

Response to Objections Raised

i. Issue with ownership

Information gathered as part of our Title Research is set out in our CPO schedule. The NTA notes the comments set out in the objection.

ii. Impacts on proposed development

In developing the Proposed Scheme, the NTA has engaged with DCC regarding the proposed development and therefore are aware of the plans for housing developments at this site. During the development of the Proposed Scheme, granted permissions have been considered. It is noted that the proposals for this site are not yet submitted for planning and as such the is not included within the scheme design.

The NTA will continue to engage with the relevant local authorities however any future development's which come online will need to propose any infrastructure such as pedestrians access points and service connections required for their planning application.

The detail of the proposed retaining wall at this location can be seen in the Structures Preliminary Design Report included as Appendix J of the Preliminary Design Report provided in the Supplementary Information.

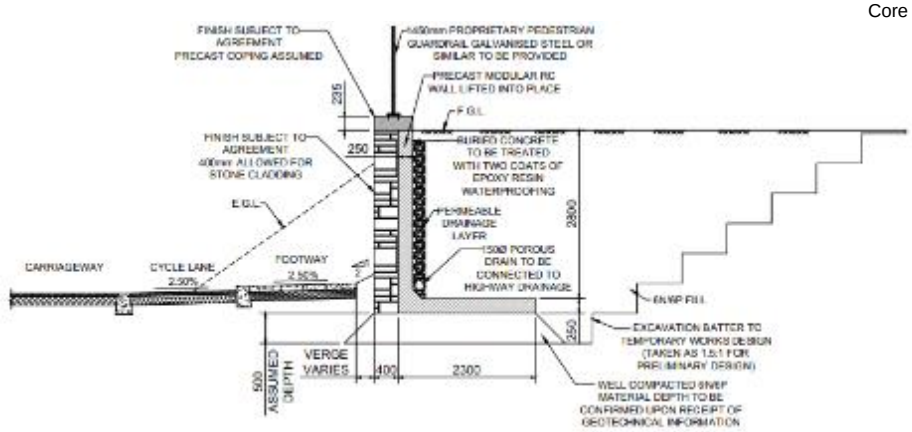


Figure 3-14: Proposed retaining wall plans

Figure 3-15: Proposed Retaining wall detail

With regards to impacts on the proposed dwellings from the construction of the retaining wall, it is envisaged that the retaining wall will be constructed in advance of the proposed housing development. Should the housing development receive planning approval and begin construction prior to the Proposed Scheme, the NTA will work with the local authority to ensure both schemes are compatible.

Detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

CPO-08 – The Sons of Divine Providence (Longmeadow Park)

Summary of Objections Raised

The objection to the CPO raises four potential issues:

i. Issue with ownership

It is stated on the submission that the Sons of Divine Providence are the sole owners of the property identified under reference 1040(1).ih.

It has been noted within the submission that there is an issue within the schedule issued as to the ownership of the lands shown in Map 1040(2).2h. Dublin City Council have been identified

as freehold owners subject to and with the benefit of a lease held by the Sons of Divine Providence.

ii. Lack of detail on the proposed retaining wall

The objection states that the land is to be used for a residential development and requests information on the construction details and timelines for the retaining wall.

iii. Project Timelines

It is noted that if this section of the scheme is delayed or scheduled later in the scheme timeline construction of the retaining wall may delay the construction of the proposed residential development at this location.

iv. Oral Hearing

The objection requests an Oral Hearing from the Board.

Response to Objections Raised

i. Issue with ownership

Information gathered as part of our Title Research is set out in our CPO schedule. The NTA notes the comments set out in the objection.

ii. Lack of detail on the proposed retaining wall

The detail of the proposed retaining wall at this location can be seen in the Structures Preliminary Design Report included as Appendix J of the Preliminary Design Report.

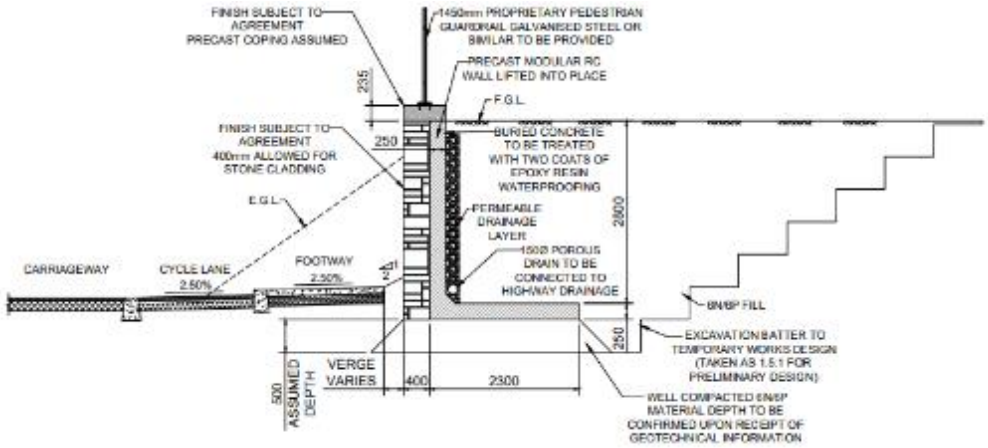


Figure 3-16: Proposed retaining wall detail

iii. Project Timelines

Section 5.4 in the Chapter 5 Construction of Volume 2 of the EIAR sets out the proposed construction timeline for the scheme. The entire scheme duration is estimated to take 30 months. The approximate timeline for each section and sub-section is shown in Table 5.2 in Chapter 5 of the EIAR. The location addressed in the objection is within Section 2c, which is proposed to be constructed in Q3 and Q4 in year 2 of the construction programme.

Detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

iv. Oral Hearing

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

3.4 Emmet Road (Properties 69-79) – CPO-03, CPO-11 and CPO-12

3.4.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, bus lane and general traffic lane in each direction.

The existing road cross section in this location provides a footpath and parking on each side of the road with one general traffic lane each direction and an inbound bus lane.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of Emmet Road. As described in paragraph 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-17**
- and the existing aerial views in **Figure 3-18**
- existing street view in **Figure 3-19**

Figure 3-17: Proposed new Layout at 69-79 Emmet Road

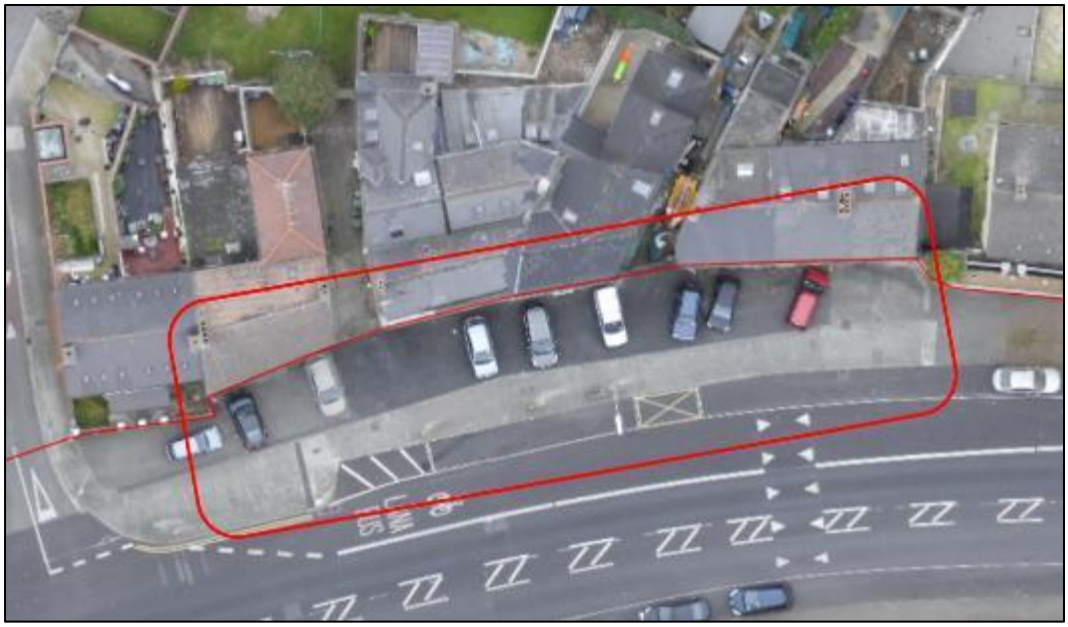


Figure 3-18: Existing aerial view at 69-79 Emmet Road

Figure 3-19: Existing Street view at 69-79 Emmet Road (Image Source: Google)

3.4.2 Summary of Objections Raised

Objections CPO-03, CPO-11 and CPO-12, which relate to the same area are responded to individually below.

3.4.3 Responses to Individual Objection Letters

CPO-03 – Cormac Byrne & Tracey Staunton (73-75 Emmet Road)

The relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings, existing aerial views and existing street view are shown in Figure 3-20**,** Figure 3-21 and Figure 3-22, respectively.

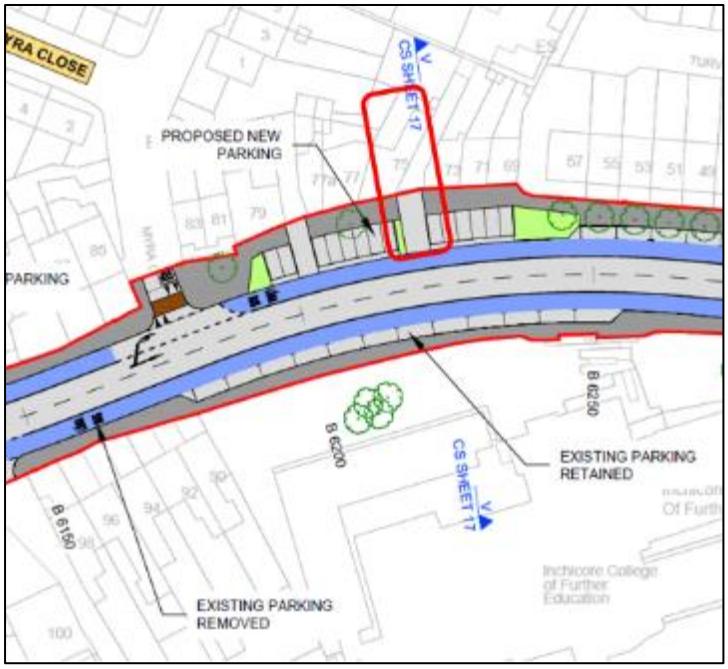


Figure 3-20: Proposed new Layout at 73-75 Emmet Road

Figure 3-21: Existing aerial view at 73-75 Emmet Road

Figure 3-22: Existing Street view at 73-75 Emmet Road (Image Source: Google)

Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Access to property

The landowner states that the scheme proposes to remove a yellow box marking and provide parking at the access to their property and therefore states that this will prevent access to and from their property.

Response to Objections Raised

i. Access to property

As indicated in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings, a gap has been provided in the perpendicular parking which will ensure access to this property is to be maintained as part of the Proposed Scheme. This is also highlighted below in Figure 3.

Figure 3-23: Proposed Scheme design on Emmet Road

CPO-11 – Cormac Byrne & Tracey Staunton (73-75 Emmet Road)

The relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings, existing aerial views and existing street view are shown in Figure 3-20**,** Figure 3-21 and Figure 3-22 above.

Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Excessive land acquisition

   The objection states that more land is being acquired at 73 Emmet Road than is required to fulfil the scheme objectives. The objection states that only land for parking plus the 2 meters for the footpath is required.

Response to Objections Raised

i. Excessive land acquisition

   The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

   In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings. The design at this location is in keeping with Section 4.3 of DMURS which recommends the use of verges where perpendicular parking is provided to improve safety. The land take is also necessary to facilitate urban realm enhancement in this location with the creation of green areas and additional tree planting.

CPO-12 – Conor Igoe & Christine Kilcoyne (69-79 Emmet Road)

The existing aerial views and existing street view are shown in Figure 3-20**,** Figure 3-21 and Figure 3-22, respectively.

Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Pedestrian Footpath

   It is noted within this objection that the pedestrian walkway will be directly outside the front door of their houses. The objection requests that a buffer or a railing is installed to provide more separation.

Response to Objections Raised

i. Pedestrian Footpath

   To provide a safe design in this location, the parking has been reconfigured to avoid vehicles having to cross the footway as is required as present (see below). Through the reallocation of space, the Proposed Scheme design reduces conflicts between vehicles and pedestrians at this location.

Figure 3-24: Existing parking and footway on Emmet Road

The provision of buffering or a railing is not considered to be compatible with the scheme design or objectives as it would require a narrowing of the footpath at this location.

3.5 St. Laurence's Court – CPO-04, CPO-13 and CPO-16

3.5.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track and general traffic lane in each direction. An outbound bus lane is proposed, with the signal-controlled bus priority being provided inbound through the section.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-25**
- and the existing aerial views in **Figure 3-26** and
- existing street view in **Figure 3-27**

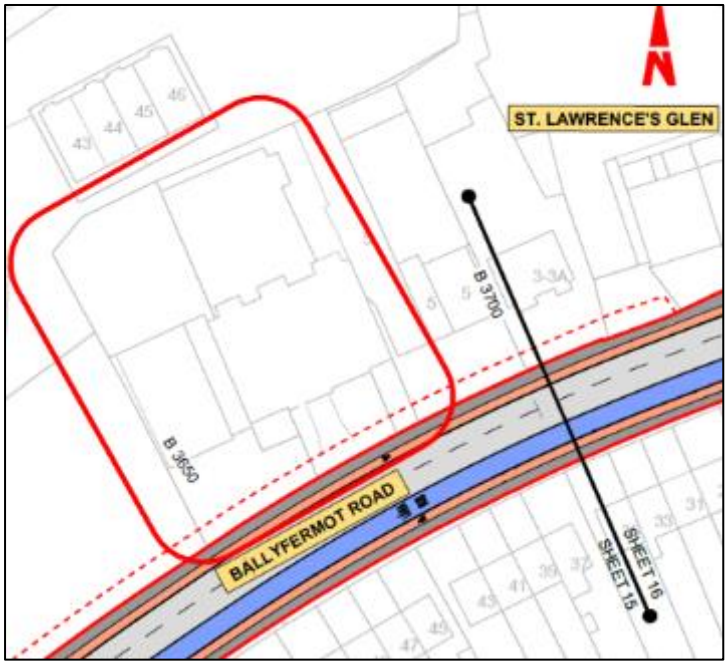


Figure 3-25: Proposed new Layout at St. Laurence Court

Figure 3-26. Existing aerial view at St. Laurence Court

Figure 3-27. Existing Street view at St. Laurence Court (Image Source: Google)

3.5.2 Summary of Objections Raised

Objections CPO-04, CPO-13 and CPO-16 which relate to the same area are responded to individually below.

3.5.3 Responses to Individual Objection Letters

CPO-04 – Patrick Troy

Summary of Objections Raised

The objection to the CPO raises four potential issues:

i. Access to Car Park

It is noted within the objection that the implementation of the bus corridor will increase the difficulty entering and exiting the underground car park. There is concern that buses will restrict the access and reduce the visibility, resulting in dangerous driving situations.

ii. Bus Stop Location

There is concern the location of the bus stops will lead to increased anti-social behaviour and littering. It is also stated within the observation that increases in noise as a result on the proposed scheme will have a negative effect on residents of the building.

iii. Devaluation of property

The objection expresses concern that the loss of common areas as part of the scheme will lead to a devaluation of all the properties at the location with no compensation to the residents.

iv. Ownership of common areas

It is noted within the objection that the former developer in still in possession of the common areas rather than the management company and therefore the response suggests that the wrong parties may receive the compensation. The response also states that not all registered

owners or the management company have been informed of the Compulsory Purchase Order process.

Response to Objections Raised

i. Access to Car Park

Regarding construction impacts, when roads and streets are being upgraded there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.1 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

The design of the Proposed Scheme at this location complies with the visibility requirements set out in section 4.4.5 of DMURS. The Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information did not highlight any safety issues with the proposed arrangement in this regard.

ii. Bus Stop Location

Following the assessment carried out in Appendix H (Bus Stop Review) of the Preliminary Design Report provided in the Supplementary Information, no bus stop is proposed outside this property. The closest stops are located approximately 250m west of the apartment, at the northwest of Markiewicz Park, and approximately 140m east of the apartments, outside St. Laurence's Glen apartments, as seen in the EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

iii. Devaluation of property

EIAR Volume 2 Chapter 10 Population includes Appendix A10.2 Economic Impact of the Core Bus Corridors. Section 3 on page 14 the appendix discusses the impact of the Proposed Scheme on property prices. The conclusion reached is that in overall terms the public realm improvements planned by the NTA may lead to an increase in value of both residential and retail property prices, especially in the community centres along the corridors, with evidence showing that investing in public realm creates nicer places that are more desirable for people and business to locate in, thereby increasing the value of properties in the area.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage your its agent / valuer in preparing, negotiating and advising on compensation.

iv. Ownership of common areas

All owners as per the Land Registry record have been as set out in our CPO schedule. All parties with a known interest have been notified and in addition to this site notices were erected at this plot, as set out below, and newspaper notices were published.

As part of the statutory public consultation in addition to the notices required by statute to be published in the newspaper, public notices were also placed at 31 locations along the route of the Proposed Scheme so as to ensure that members of the public in the area who may not have noticed the statutory newspaper notice or whose lands were not being acquired and so were not part of the CPO process were informed of the proposed CPO, as shown in Figure 3-28.

Liffey Valley to City Centre CBC – Site Notices – Details of Locations

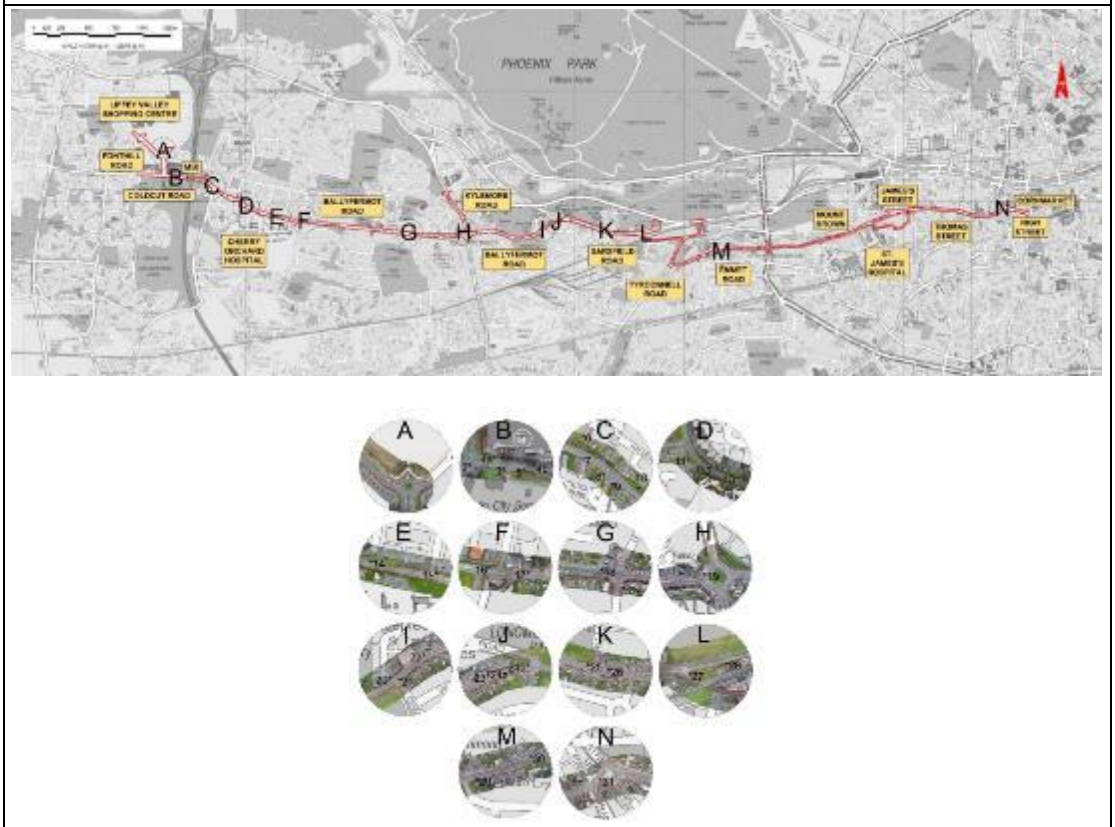
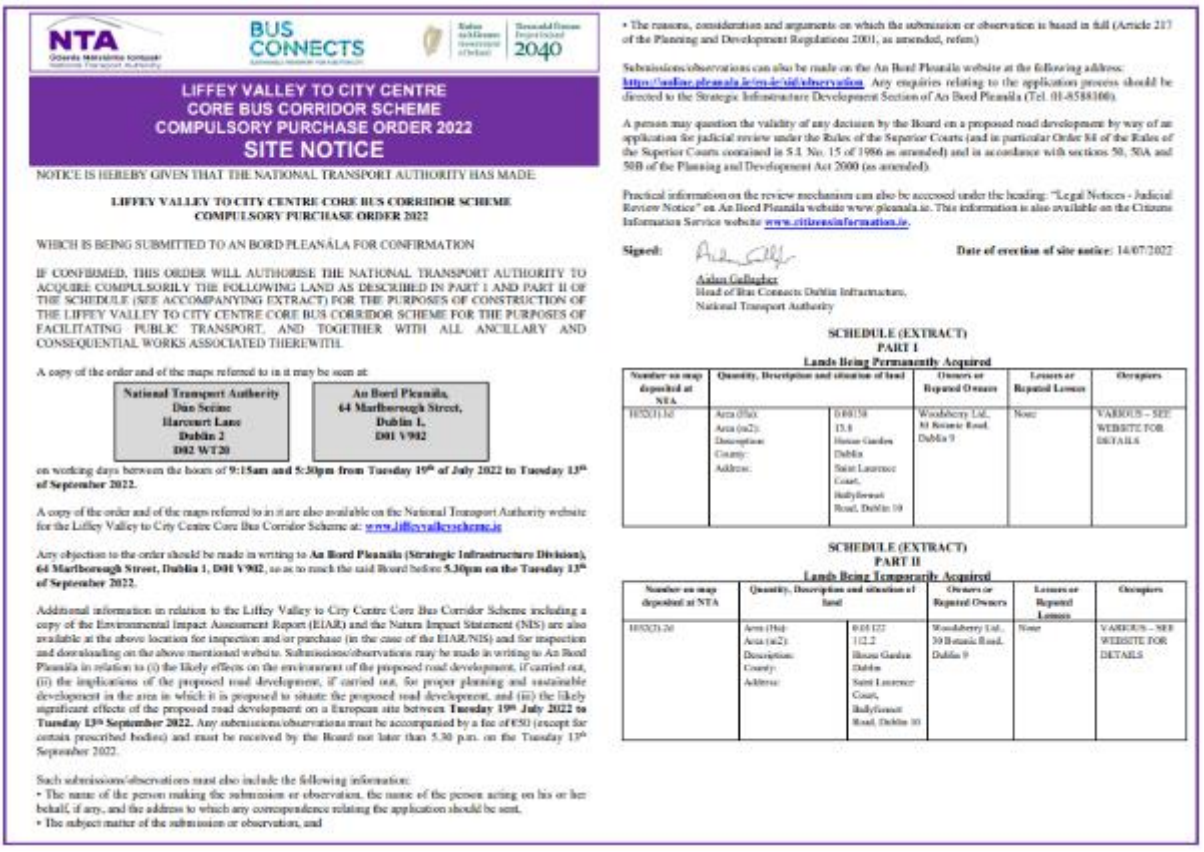


Figure 3-28: CPO Notification Map

Location I included site notice 22, each comprising two A3 sized notices; site notice 22 was erected on the Ballyfermot Road, on the electrical pole at the entrance to the underground carpark. The notices themselves are shown in Figure 3-29 and Figure 3-30 below.



LIFFEY VALLEY TO CITY CENTRE
CORE BUS CORRIDOR SCHEME
COMPULSORY PURCHASE ORDER 2022
SITE NOTICE

NOTICE IS HEREBY GIVEN THAT THE NATIONAL TRANSPORT AUTHORITY HAS MADE:

LIFFEY VALLEY TO CITY CENTRE CORE BUS CORRIDOR SCHEME COMPULSORY PURCHASE ORDER 2022

WHICH IS BEING SUBMITTED TO AN BORD PLEANÁLA FOR CONFIRMATION

IF CONFIRMED, THIS ORDER WILL AUTHORISE THE NATIONAL TRANSPORT AUTHORITY TO ACQUIRE COMPULSORILY THE FOLLOWING LAND AS DESCRIBED IN PART I AND PART II OF THE SCHEDULE (SEE ACCOMPANYING EXTRACT) FOR THE PURPOSES OF CONSTRUCTION OF THE LIFFEY VALLEY TO CITY CENTRE CORE BUS CORRIDOR SCHEME FOR THE PURPOSES OF FACILITATING PUBLIC TRANSPORT, AND TOGETHER WITH ALL ANCILLARY AND CONSEQUENTIAL WORKS ASSOCIATED THEREWITH.

A copy of the order and of the maps referred to in it may be seen at:

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

on working days between the hours of **9:15am and 5:30pm from Tuesday 19th of July 2022 to Tuesday 13th of September 2022.**

A copy of the order and of the maps referred to in it are also available on the National Transport Authority website for the Liffey Valley to City Centre Core Bus Corridor Scheme at: www.liffeyvalleyscheme.ie

Any objection to the order should be made in writing to **An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902**, so as to reach the said Board before **5.30pm on the Tuesday 13th of September 2022.**

Additional information in relation to the Liffey Valley to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement (NIS) are also available at the above location for inspection and/or purchase (in the case of the EIAR/NIS) and for inspection and downloading on the above mentioned website. Submissions/observations may be made in writing to An Bord Pleanála in relation to (i) the likely effects on the environment of the proposed road development, if carried out, (ii) the implications of the proposed road development, if carried out, for proper planning and sustainable development in the area in which it is proposed to situate the proposed road development, and (iii) the likely significant effects of the proposed road development on a European site between **Tuesday 19th July 2022 to Tuesday 13th September 2022.** Any submissions/observations must be accompanied by a fee of €50 (except for certain prescribed bodies) and must be received by the Board not later than 5.30 p.m. on the Tuesday 13th September 2022.

Such submissions/observations must also include the following information:
- The name of the person making the submission or observation, the name of the person acting on his or her behalf, if any, and the address to which any correspondence relating the application should be sent.
- The subject matter of the submission or observation, and
- The reasons, considerations and arguments on which the submission or observation is based in full (Article 217 of the Planning and Development Regulations 2001, as amended, refers)

Submissions/observations can also be made on the An Bord Pleanála website at the following address: https://online.pleanala.ie/en-ie/sid/observation. Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).

A person may question the validity of any decision by the Board on a proposed road development by way of an application for judicial review under the Rules of the Superior Courts (and in particular Order 84 of the Rules of the Superior Courts contained in S.I. No. 15 of 1986 as amended) and in accordance with sections 50, 50A and 50B of the Planning and Development Act 2000 (as amended).

Practical information on the review mechanism can also be accessed under the heading: "Legal Notices - Judicial Review Notice" on An Bord Pleanála website www.pleanala.ie. This information is also available on the Citizens Information Service website www.citizensinformation.ie.

Signed: Aidan Gallagher
Head of Bus Connects Dublin Infrastructure,
National Transport Authority

Date of erection of site notice: 14/07/2022

SCHEDULE (EXTRACT)
PART I
Lands Being Permanently Acquired

Number on map deposited at NTA	Quantity, Description and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
18520130	Area (Hat): Area (m2): Description: County: Address:	0.00158 15.8 House Garden Dublin Saint Laurence Court, Ballyfermot Road, Dublin 10	Woodsberry Ltd., 30 Botanic Road, Dublin 9	None	VARIOUS – SEE WEBSITE FOR DETAILS

SCHEDULE (EXTRACT)
PART II
Lands Being Temporarily Acquired

Number on map deposited at NTA	Quantity, Description and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
18520120	Area (Hat): Area (m2): Description: County: Address:	0.01122 112.2 House Garden Dublin Saint Laurence Court, Ballyfermot Road, Dublin 10	Woodsberry Ltd., 30 Botanic Road, Dublin 9	None	VARIOUS – SEE WEBSITE FOR DETAILS

Figure 3-29: First A3 sheet of Non-statutory Sites Notices I-22

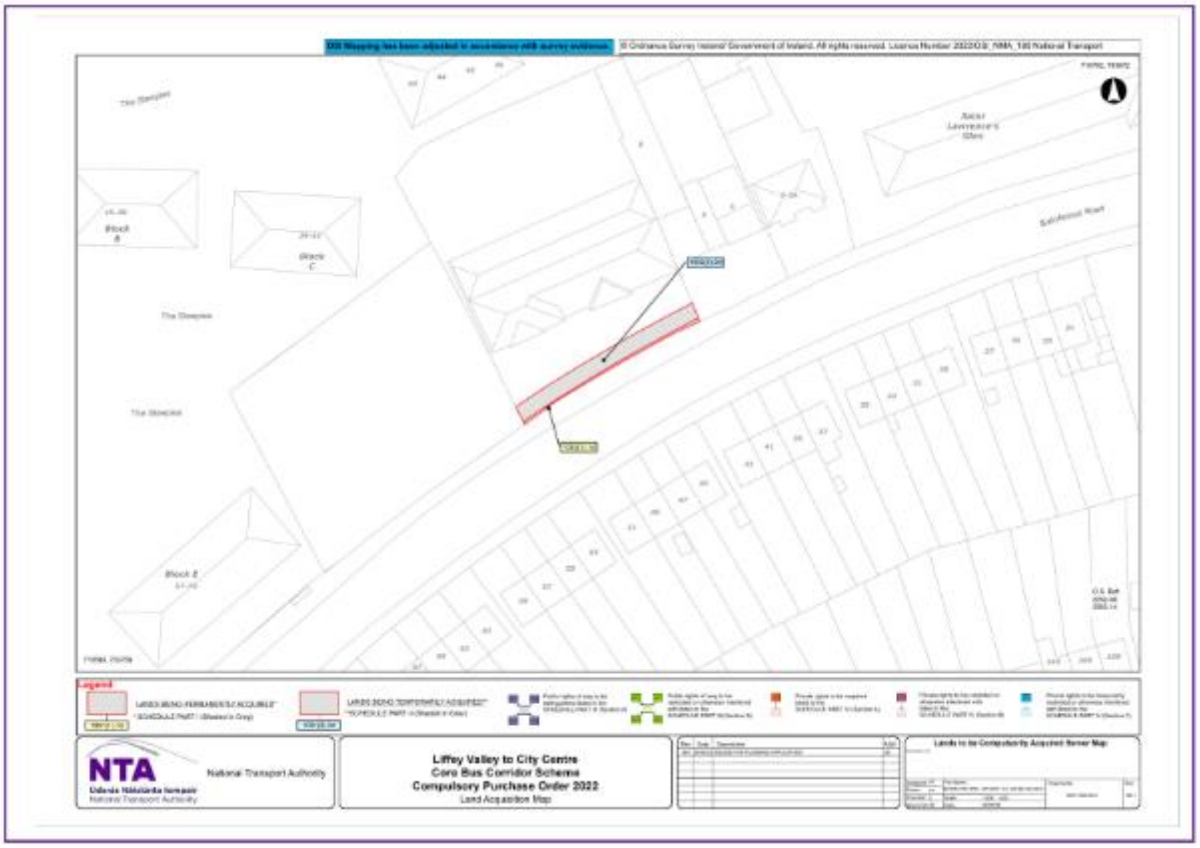


Figure 3-30: Second A3 sheet of Non-statutory Sites Notices I-22

As part of the CPO process, information packs were sent to all recorded interested parties of properties impacted by CPO. These packs were sent initially by registered post. If they were returned, they were resent by express post. Finally, if they were undelivered by the express

post, they were then hand delivered by a member of the team to the property in question, where practicable.

In addition, as described in the Public Consultation Report 2018-2022 provided in the Supplementary Information for the Proposed Scheme, the NTA undertook extensive public consultation and stakeholder engagement during that period, including three rounds of non-statutory public consultation.

The NTA notes the comments regarding the transfer of ownership from the developer to the management company.

3.5.3.1 CPO-13 – Siobhan Hennessy

Summary of Objections Raised

The objection to the CPO raises two potential issues:

i. Temporary removal of access to underground parking.

   It is stated in the objection that the construction will temporarily remove access to the underground parking for the duration of the works.

ii. Permanent reduction of accessibility to the underground car park.

   The objection is concerned about reduced accessibility to the underground parking at the site following the works.

Response to Objections Raised

i. Temporary removal of access to underground parking

   Regarding construction impact, when roads and streets are being upgraded there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.1 of Chapter 5 of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

   The design of the proposed scheme at this location complies with the visibility requirements set out in section 4.4.5 of DMURS. The Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information did not highlight any safety issues with the proposed arrangement in this regard.

ii. Permanent reduction of accessibility to the underground car park.

   During operation of the Proposed Scheme there will be no impact to access of the property.

   The design of the Proposed Scheme at this location complies with the visibility requirements set out in section 4.4.5 of DMURS. The Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information did not highlight any safety issues with the proposed arrangement in this regard.

3.5.3.2 CPO-16 – Seamus Keating

Summary of Objections Raised

The objection to the CPO raises six potential issues:

i. Accessibility of underground parking

   The objection shares their concerns that the proposed scheme will reduce safety accessing the underground parking at the site.

ii. Bus Stop Location

It is stated as part of the objection that locating bus stops at the property would lead to increased anti-social behaviour.

iii. Lack of engagement and lack of clarity on compensation and accommodation works.

It is stated in the objection that the management company for the apartment complex hasn't been notified as part of the process.

iv. Loss of recreational areas.

The objection is concerned about the loss of the common areas, which were a requirement of the original planning of the development. The objection also shares their views regarding the location of the land acquisition stating that land should be acquired from land on both sides of the road.

v. Increase in noise pollution

The objection is concerned with traffic lanes moving closer to the property, resulting in higher noise levels in the property.

vi. ESB Substation

The objection is concerned about the impact on the ESB substation located at the site. It is feared that moving this will have a negative effect on the property.

Response to Objections Raised

i. Accessibility of underground parking

The design of the Proposed Scheme at this location complies with the visibility requirements set out in section 4.4.5 of DMURS. The Safety Audits undertaken for the Proposed Scheme, included as Appendix M of the Preliminary Design Report provided in the Supplementary Information did not highlight any safety issues with the proposed arrangement in this regard.

ii. Bus Stop Location.

Following the assessment carried out in Appendix H (Bus Stop Review) of the Preliminary Design Report provided in the Supplementary Information, no bus stop is proposed outside this property. The closest stops are located approximately 250m west of the apartment, at the northwest of Markiewicz Park, and approximately 140m east of the apartments, outside St. Laurence's Glen apartments, as seen in the EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

iii. Lack of engagement and lack of clarity on compensation and accommodation works.

As part of the statutory public consultation in addition to the notices required by statute to be published in the newspaper, public notices were also placed at 31 locations along the route of the Proposed Scheme so as to ensure that members of the public in the area who may not have noticed the statutory newspaper notice or whose lands were not being acquired and so were not part of the CPO process were informed of the proposed CPO, as shown in Figure 3-31 below.

Liffey Valley to City Centre CBC – Site Notices – Details of Locations

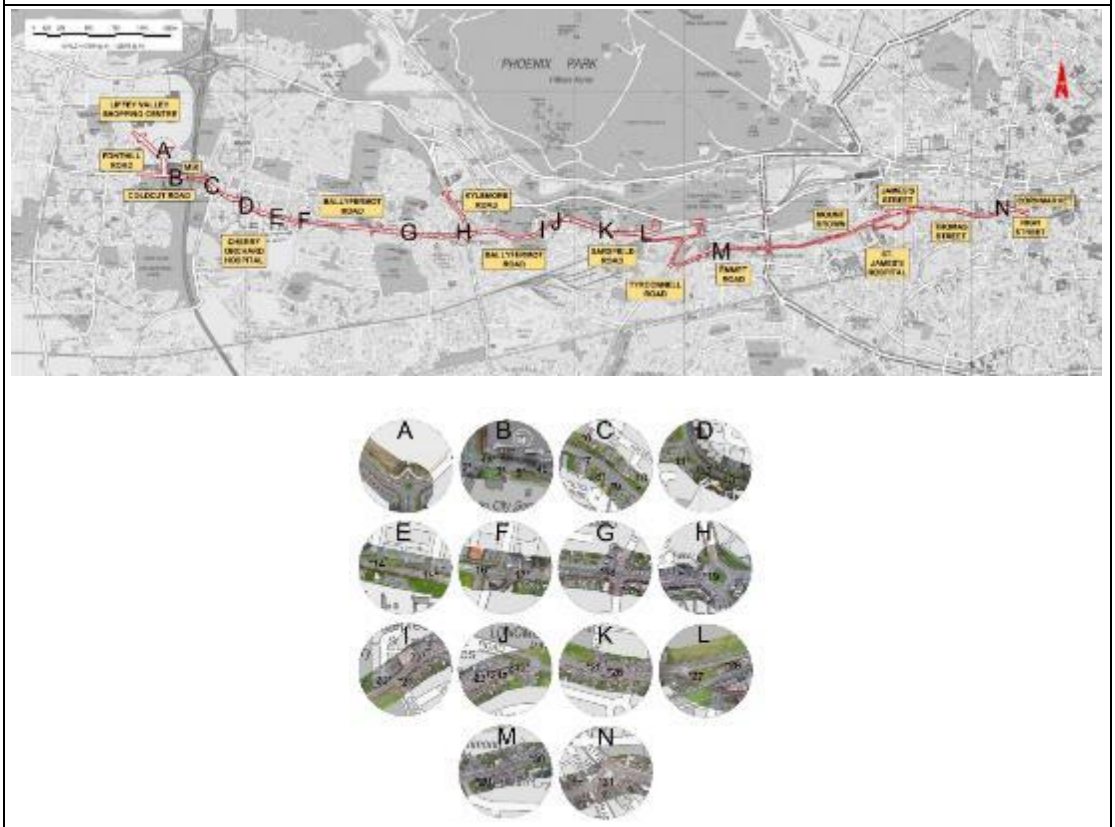
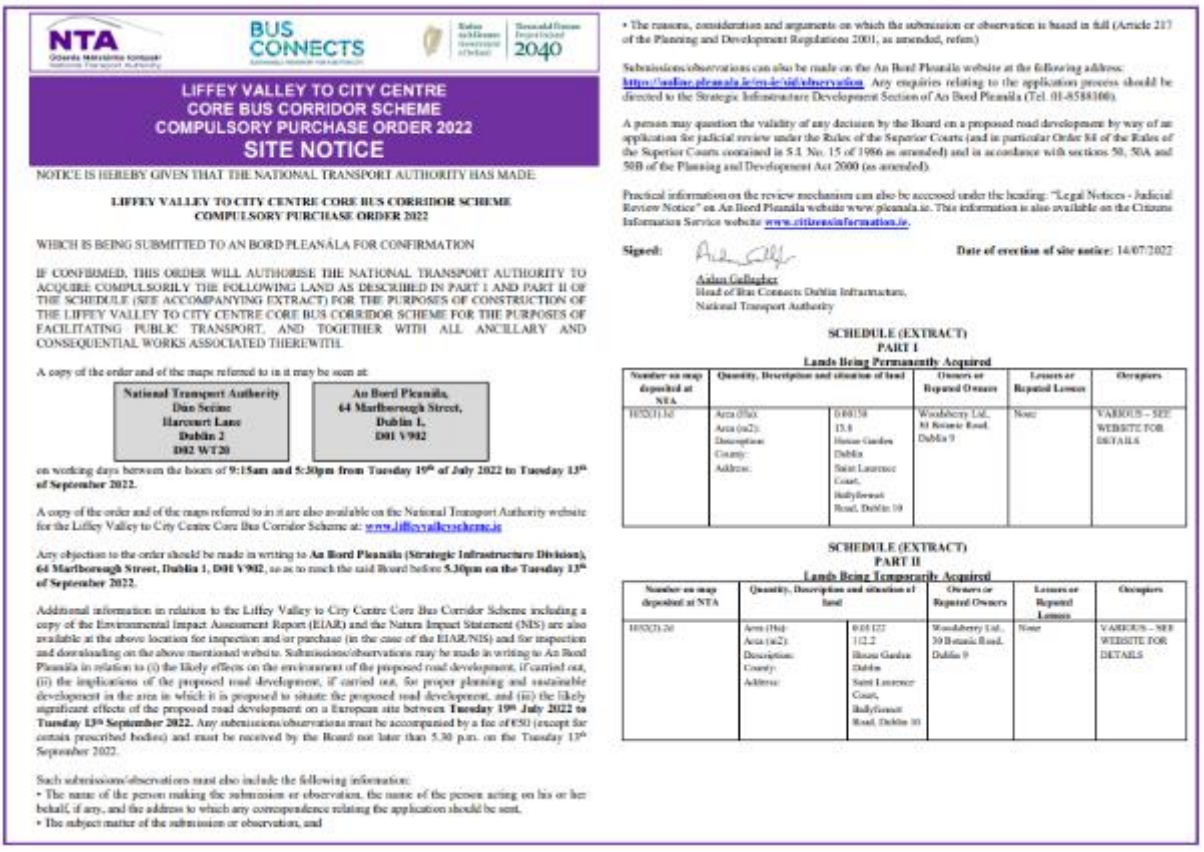


Figure 3-31: CPO Site notices location map

Location I included site notice 22, each comprising two A3 sized notices; site notice 22 was erected on the Ballyfermot Road, on the electrical pole at the entrance to the underground carpark. The notices themselves are shown in Figure 3-32 and Figure 3-33.



NTA BUS CONNECTS 2040

LIFFEY VALLEY TO CITY CENTRE CORE BUS CORRIDOR SCHEME COMPULSORY PURCHASE ORDER 2022

SITE NOTICE

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A copy of the order and of the maps referred to in it may be seen at:

National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20

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- The subject matter of the submission or observation, and
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Submissions/observations can also be made on the An Bord Pleanála website at the following address: https://online.pleanala.ie/en-ie/sid/observation. Any enquiries relating to the application process should be directed to the Strategic Infrastructure Development Section of An Bord Pleanála (Tel. 01-8588100).

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Practical information on the review mechanism can also be accessed under the heading: "Legal Notices - Judicial Review Notice" on An Bord Pleanála website www.pleanala.ie. This information is also available on the Citizens Information Service website www.citizensinformation.ie.

Signed: Aidan Gallagher, Head of Bus Connects Dublin Infrastructure, National Transport Authority

Date of erection of site notice: 14/07/2022

SCHEDULE (EXTRACT)
PART I
Lands Being Permanently Acquired

Number on map deposited at NTA	Quantity, Description and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
185(2)1.32	Area (Hat): Area (m2): Description: County: Address:	0.00158 15.8 House Garden Dublin Saint Laurence Court, Ballyfermot Road, Dublin 10	Woodsberry Ltd., 30 Botanic Road, Dublin 9	None	VARIOUS – SEE WEBSITE FOR DETAILS

SCHEDULE (EXTRACT)
PART II
Lands Being Temporarily Acquired

Number on map deposited at NTA	Quantity, Description and situation of land		Owners or Reputed Owners	Lessees or Reputed Lessees	Occupiers
185(2)1.20	Area (Hat): Area (m2): Description: County: Address:	0.01122 112.2 House Garden Dublin Saint Laurence Court, Ballyfermot Road, Dublin 10	Woodsberry Ltd., 30 Botanic Road, Dublin 9	None	VARIOUS – SEE WEBSITE FOR DETAILS

Figure 3-32: First A3 sheet of Non-statutory Sites Notices I-22

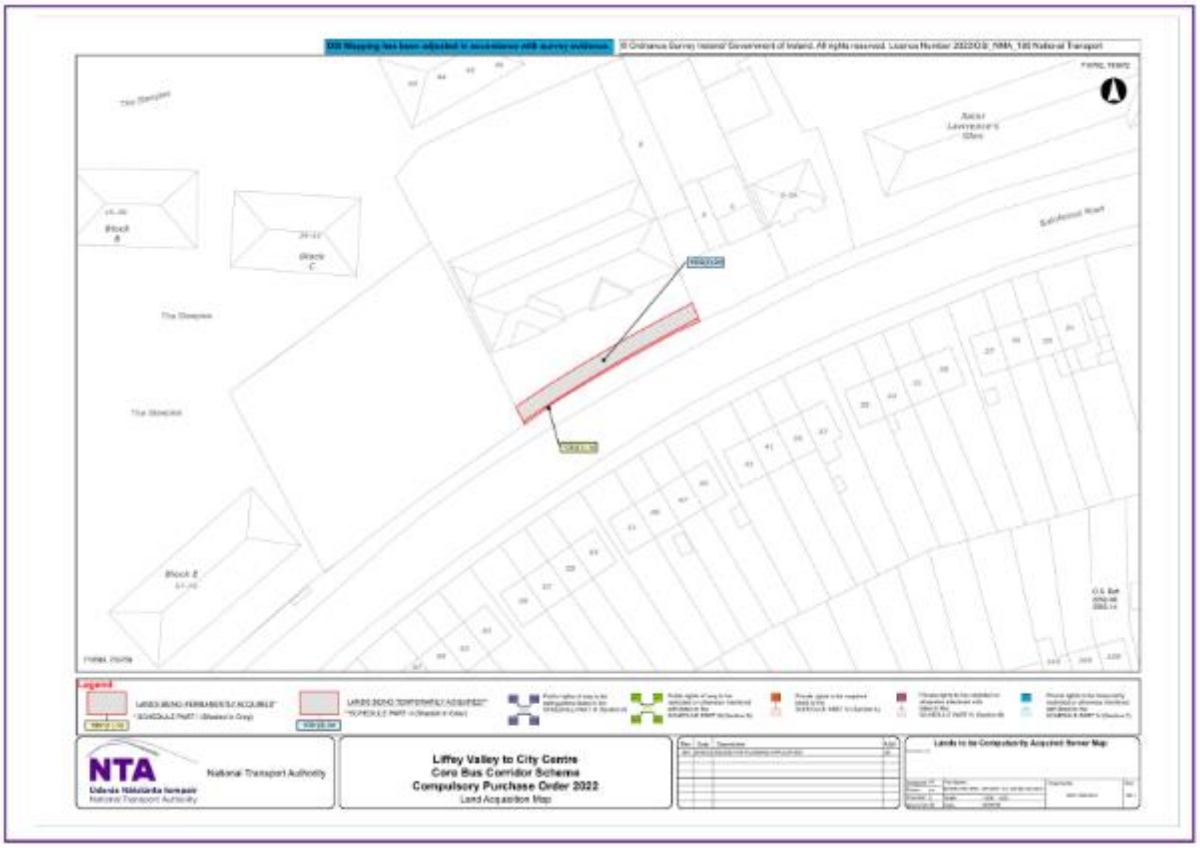

Figure 3-33: Second A3 sheet of Non-statutory Sites Notices I-22

As part of the CPO process, information packs were sent to all recorded interested parties of properties where a CPO is to be issued. These packs were sent initially by registered post. If they were returned, they were resent in express post. Finally, if they were undelivered by the express post, they were then hand delivered by a member of the team where practical.

In addition, as described in the Public Consultation Report 2018-2022 provided in the Supplementary Information for the Proposed Scheme, the NTA undertook extensive public consultation and stakeholder engagement during that period, including three rounds of non-statutory public consultation.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage your its agent / valuer in preparing, negotiating and advising on compensation.

iv. Loss of recreational areas

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

As seen in Section 3 of the Preliminary Design Report provided in the Supplementary Information, an option was considered where land was acquired from both sides of the road. This option resulted in a large impact to properties to the south of the road and therefore was not progressed.

v. ESB substation.

Chapter 19 Material Assets in Volume 2 of the EIAR assesses the potential impact of construction works on major infrastructure and utilities. Section 19.5.1.1 states that the Proposed Scheme has been designed to minimise the impact on major infrastructure. This includes the avoidance of interactions with major utility infrastructure as far as possible. In Appendix B13 ESB Asset Alterations of the Preliminary Design Report provided in the Supplementary Information, it is proposed as part of the works that the low voltage overhead line will be diverted at this location, but substation will remain in its current position. Where there are interfaces with existing utility infrastructure, protection in place or diversion as necessary is proposed to prevent long-term interruption to the provision of the affected services.

3.6 Grange Cross – CPO-07, CPO-10 and CPO-14

3.6.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track and bus lane in each direction. It is also proposed to have two inbound and one outbound general traffic lanes at this location, to facilitate turning traffic at the junction.

The existing road cross section in this location provides a footpath on each side of the road with two inbound and one outbound general traffic lanes at this location, to facilitate turning traffic at the junction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.1.1

of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-34**
- and the existing aerial views in **Figure 3-35**
- existing street view in **Figure 3-36**.

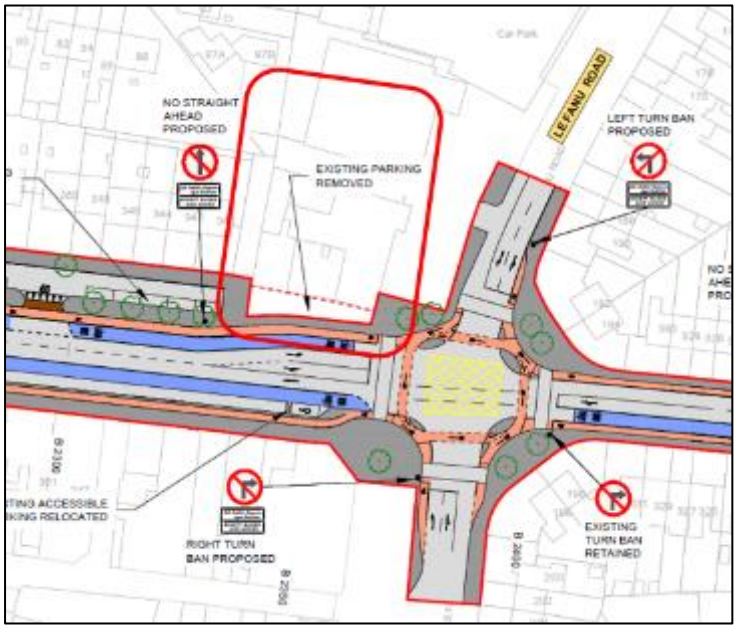

Figure 3-34: Proposed new Layout at Grange Cross

Figure 3-35: Existing aerial view at Grange Cross

Figure 3-36: Existing Street view at Grange Cross (Image Source: Google)

3.6.2 Summary of Objections Raised

Objections CPO-07, CPO-10 and CPO-14, which relate to the same area are responded to individually below.

3.6.3 Reponses to Individual Objection Letters

CPO-07 – Grange Cross Medical

Summary of Objections Raised

The objection to the CPO raises four potential issues:

i. Loss of parking

   Concern that the loss of parking will affect access for those with reduced mobility, reduce the attractiveness for potential employees and restrict the ability of staff to undertake home visit services.

ii. Emergency Access

   Concern that the restrictions will remove access to emergency services during construction and following the works.

iii. Impact on business operations

   Outdoor space and car park was essential to delivering care during covid. Concern that the loss of this outdoor space will reduce the ability of the business to future proof against future pandemics.

iv. Pedestrian Safety

The objection contains safety concerns with the proximity of the 5-lane carriageway to the medical centre and the loss of footpath space over the duration of the works. It is also concerns around patient access to the property during construction.

Response to Objections Raised

i. Loss of parking

Section 6.4.6.2.2.4 of EIAR Volume 2 Chapter 6 Traffic and Transport sets out an assessment of car parking loss in the scheme section between Liffey Valley and Le Fanu Road. Specifically at this location it is stated:

'The removal of nine Pay and Display commercial parking spaces on the northern side of Ballyfermot Road on the northwest corner of R833 Ballyfermot Road / Le Fanu Road Junction… enables the creation of space to provide segregated bus and cycle infrastructure. There are approximately 55 parking spaces on side streets within 100m of this location and 14 Pay and Display spaces retained to the south of this location. Therefore, the removal of nine parking spaces at this location is considered to have a Negative, Slight and Long-term effect.'

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively. Appendix G (Parking Survey Report) of the PDR notes that retaining the existing layout would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.

ii. Emergency Access

As set out in Section 5.8.3 of Chapter 5 Construction, road closures and diversions will need to be carried out during the Construction Phase of the Proposed Scheme, however these measures will be minimised wherever possible. Where necessary, road closures and diversions will take into consideration the impact on road users, residents, businesses etc. Road closures and diversions will be carried out with regard to the Traffic Signs Manual. All road closures and diversions will be determined by the NTA, in consultation with the local authority and An Garda Siochana, as necessary. Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase. As set out in Section 6 of Appendix A6.1 Traffic Impact Assessment Volume 4 Appendices Part 1 of 2 of the EIAR, general traffic redistribution is not anticipated to be a significant issue during the construction phase, however there will be a requirement for some localised temporary road closures for short durations of the daytime and / or night-time. Therefore, the impact on general traffic redistribution is anticipated to be a Medium Negative and temporary impact.

During the operational phase, emergency vehicle accessing the medical centre are permitted to use bus lanes along the scheme. Outside the medical centre, space is maintained behind the proposed footway which could be used by an emergency vehicle in the event of an emergency.

iii. Impact on business operations

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully

considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

v. Pedestrian Safety

Due consideration will be given to pedestrian provisions in accordance with Section 8.2.8 of the Transport's 'Traffic Signs Manual, Chapter 8 Temporary Traffic Measures and Signs for Roadworks' (DTTAS 2019a) and the DTTAS Temporary Traffic Management Design Guidance (DTTAS 2019b), to ensure the safety of all road users, in particular pedestrians (including able-bodied pedestrians, wheel-chair users, mobility impaired pedestrians, pushchair users etc.). Therefore, where footpaths are affected by construction, a safe route will be provided past the works area, and where practicable, provisions for matching existing facilities for pedestrians. Due consideration will also be given to the need for temporary ramps, and measures for accessible users, where changes in elevation are temporarily introduced to facilitate works and footpath diversions. Entrance points to the construction zone will be controlled as required. The impact is considered to have a Negative, Slight and Temporary effect on pedestrians.

As noted in Section 5.10.5 of Chapter 5 Construction of Volume 2 of the EIAR, the requirements of the Safety, Health and Welfare at Work Act 2005, the Safety, Health and Welfare at Work (Construction) Regulations, 2013 and other relevant Irish and EU safety legislation will be complied with at all times. As required by the Regulations, a Health and Safety Plan will be formulated which will address health and safety issues from the design stages through to the completion of the Construction Phase. This plan will ensure that all works are undertaken in a safe manner.

During operation, as per table 4-1 of the Preliminary Design Report provided in the Supplementary Information, the footpath to be provided in this location is a minimum of 2m. This is the desirable minimum footpath width used across the scheme. Design of the footpath and the placement of street furniture also takes into account section 4.10 of the Preliminary Design Report to ensure the design is safe for pedestrians of all abilities.

CPO-10 - Marie Moloney

Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Loss of Parking

The objection is concerned the loss of parking will affect access for those with reduced mobility.

Response to Objections Raised

i. Loss of parking

Section 6.4.6.2.2.4 of EIAR Volume 2 Chapter 6 Traffic and Transport sets out an assessment of car parking loss in the scheme section between Liffey Valley and Le Fanu Road. Specifically at this location it is stated:

'The removal of nine commercial parking spaces on the northern side of Ballyfermot Road on the northwest corner of R833 Ballyfermot Road / Le Fanu Road Junction… enables the creation of space to provide segregated bus and cycle infrastructure. There are approximately 55 parking spaces on side streets within 100m of this location and 14 Pay and Display spaces retained to the south of this location. Therefore, the removal of nine parking spaces at this location is considered to have a Negative, Slight and Long-term effect.'

To the south of this location, it is proposed to relocate the existing disabled parking bay by approximately 30m. This relocation increases its proximity to the commercial properties.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively. Appendix G (Parking Survey Report) of the Preliminary Design Report provided in the Supplementary Information notes that retaining the existing layout would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.

CPO-14 – Haven Pharmacy

Summary of Objections Raised

The objection to the CPO raises four potential issues:

i. Loss of Parking

The objection is concerned the loss of parking will affect access for those with reduced mobility and reduce the attractiveness for potential employees.

The objection is also concerned that the reduction in parking will remove access for deliveries to and from the premises.

ii. Access for emergency services

The objection believes the restrictions will remove access to emergency services.

iii. Ownership Clarification

The objection wishes clarification on the ownership of the spaces as they have used them as part of their business for 52 years.

iv. Length of works

The objection requires confirmation on the length of works outside their premises and it will disrupt their trade.

Response to Objections Raised

i. Loss of Parking

Section 6.4.6.2.2.4 of EIAR Volume 2 Chapter 6 Traffic and Transport sets out an assessment of car parking loss in the scheme section between Liffey Valley and Le Fanu Road. Specifically at this location it is stated:

'The removal of nine commercial parking spaces on the northern side of Ballyfermot Road on the northwest corner of R833 Ballyfermot Road / Le Fanu Road Junction… enables the creation of space to provide segregated bus and cycle infrastructure. There are approximately 55 parking spaces on side streets within 100m of this location and 14 Pay and Display spaces retained to the south of this location. Therefore, the removal of nine parking spaces at this location is considered to have a Negative, Slight and Long-term effect.'

To the south of this location, it is proposed to relocate the existing disabled parking bay by approximately 30m. This relocation increases its proximity to the commercial properties.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively. Appendix G (Parking Survey Report) of the PDR notes that retaining the existing layout would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.

ii. Access for emergency services

As set out in Section 5.8.3 of Chapter 5 Construction of Volume 2 of the EIAR, road closures and diversions will need to be carried out during the Construction Phase of the Proposed Scheme, however these measures will be minimised wherever possible. Where necessary, road closures and diversions will take into consideration the impact on road users, residents, businesses etc. Road closures and diversions will be carried out with regard to the Traffic Signs Manual. All road closures and diversions will be determined by the NTA, in consultation with the local authority and An Garda Siochana, as necessary. Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase. As set out in Section 6 of Appendix A6.1 Traffic Impact Assessment of Volume 4 Appendices Part 1 of 2 of the EIAR, general traffic redistribution is not anticipated to be a significant issue during the construction phase, however there will be a requirement for some localised temporary road closures for short durations of the daytime and / or night-time. Therefore, the impact on general traffic redistribution is anticipated to be a Medium Negative and temporary impact.

During the operational phase, emergency vehicle accessing the medical centre are permitted to use bus lanes along the scheme. Outside the medical centre, space is maintained behind the proposed footway which could be used by an emergency vehicle in the event of an emergency.

iii. Ownership Clarification

Information gathered as part of our Title Research is set out in our CPO schedule. The NTA notes the comments set out in the objection.

iv. Length of works.

Section 5.4 in the Chapter 5 Construction of Volume 2 of the EIAR has the proposed construction timeline for the scheme. The entire scheme duration is estimated to take 30 months. The approximate timeline for each section and sub-section is shown in Table 5.2 in Chapter 5 of the EIAR. The location addressed in the objection is within Section 1d: Cherry Orchard Service Station to Le Fanu Road, which is proposed to be constructed from Q4 in year 2 to Q2 of year 3 of the construction programme.

3.7 St Laurence's Glen – CPO-19 and CPO-22

3.7.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track and general traffic lane in each direction. An outbound bus lane is proposed, with the signal controlled bus priority being provided inbound through the section.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-37**
- and the existing aerial views in **Figure 3-38**
- existing street view in **Figure 3-39** and **Figure 3-40**

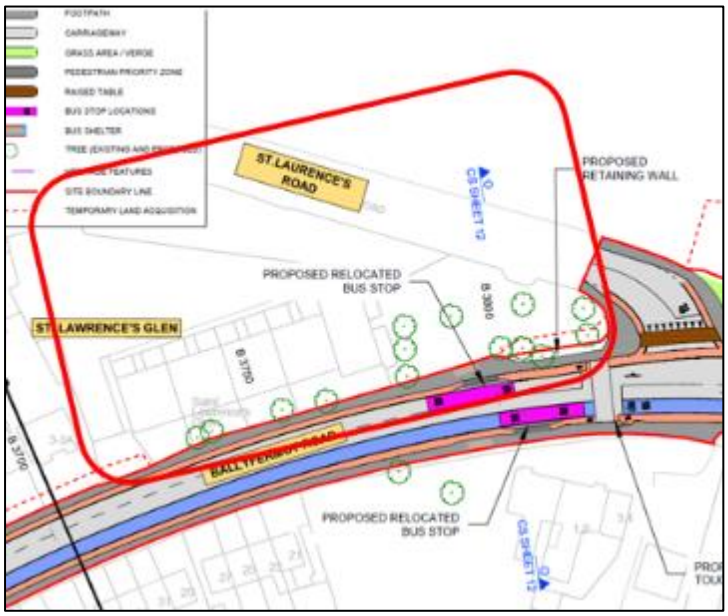

Figure 3-37: Proposed new Layout at St. Laurence Glen

Figure 3-38: Existing aerial view at St. Laurence Glen

Figure 3-39: Existing Street view at St. Laurence Glen (Image Source: Google)

Figure 3-40: Existing Street view at St. Laurence Glen (Image Source: Google)

3.7.2 Summary of Objections Raised

Objections CPO-19 and CPO-22, which relate to the same area are responded to individually below.

3.7.3 Reponses to Individual Objection Letters

CPO-19 – Susan Collins

Summary of Objections Raised

The objection to the CPO raises two potential issues:

i. Access during construction

   The objection is concerned about access for emergency services and residents during the works.

ii. Removal of Trees

The objection states that the removal of trees will result in greater effects from noise pollution.

Response to Objections Raised

i. Access during construction

As set out in Section 5.8.3 of Chapter 5 Construction of Volume 2 of the EIAR, road closures and diversions will need to be carried out during the Construction Phase of the Proposed Scheme, however these measures will be minimised wherever possible. Where necessary, road closures and diversions will take into consideration the impact on road users, residents, businesses etc. Road closures and diversions will be carried out with regard to the Traffic Signs Manual. All road closures and diversions will be determined by the NTA, in consultation with the local authority and An Garda Siochana, as necessary.

Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase. As set out in Section 6 of Appendix A6.1 Traffic Impact Assessment of Volume 4 Appendices Part 1 of 2 of the EIAR, general traffic redistribution is not anticipated to be a significant issue during the construction phase, however there will be a requirement for some localised temporary road closures for short durations of the daytime and / or night-time. Therefore, the impact on general traffic redistribution is anticipated to be a Medium Negative and temporary impact.

ii. Removal of trees.

Figures 9.3 to Figures 9.5 of Chapter 9 of Volume 3 of the EIAR indicate the predicted noise impacts in relation to the Proposed Scheme.

- Figure 9.3 Construction Traffic Noise Impact Summary Sheet 3 of 4, assesses the impact as imperception / not significant at this location.
- Figure 9.4 Opening Year 2028 Traffic Noise Impact Summary Sheet 3 of 3, assesses the impact as Imperceptible/Positive at this location
- Figure 9.5 Design Year 2043 Traffic Noise Impact Summary Sheet 3 of 3, assesses the impact as Imperceptible/Positive at this location.

With regard to operational noise impacts, Section 9.4.4.1.1.5 of the EIAR Volume 2 Chapter 9 Noise and Vibration notes along the Proposed Scheme, a direct, positive, slight, short to medium term impact to negative, slight to moderate, short to medium term impact is calculated for the 2028 opening year as a result of reduction in overall traffic volumes through the incorporation of bus priority signals and junctions, restricted turning movements for private vehicles and the incorporation of dedicated bus lanes, cycle lanes and footpaths.

Similarly, along the Proposed Scheme, a direct, positive, slight, long-term impact to negative, not significant to slight, long-term impact is calculated for the design year 2043. The overall significance ratings are lower for the design year compared to the year of opening due to:

- The magnitude of change ratings for the long term period are less significant compared to the year of opening due to the recognised habituation to traffic noise environment over time; and
- Overall traffic volumes forecast along the core bus corridor and surrounding road network are reduced during the design year compared to the opening year due to modal shift to public transport.

It is likely that a further reduction in overall noise level will occur along the Proposed Scheme due to the transition towards a full EV and HEV bus fleet, this reduction will occur irrespective of the Proposed Scheme.

With regard to construction impacts, where reasonably practicable to do so, works will be carried out during normal working hours and in consultation with local residents as described previously under Health and Safety issue.

As set out in Appendix A5.1 Construction Environmental Management Plan (CEMP) of Volume 4 Appendices Part 1 of 2 of the EIAR, there are a number of specific noise mitigation and monitoring measures that will be implemented including the following:

NV2: The appointed contractor will put in place the most appropriate noise control measures depending on the level of noise reduction required at individual working areas i.e., based on the construction threshold values for noise and vibration set out in Tables 9.7 and 9.10 in Chapter 9 (Noise & Vibration) of this EIAR. Reference to Table 9.37 in Chapter 9 (Noise & Vibration) of this EIAR indicates that intrusive works occurring within 25m to 45m of Noise Sensitive Locations (NSLs) will need specific noise control measures to reduce impacts depending on the time period over which they will occur, i.e., daytime or evening.

NV8: Construction activities will be scheduled in a manner that reflects the location of the site and the nature of neighbouring properties. Construction activities / plant or equipment items will be considered with respect to their potential to exceed construction noise thresholds at NSLs and will be scheduled according to their noise level, proximity to sensitive locations and possible options for noise control. In situations where an activity with potential for exceedance of construction noise thresholds is scheduled (e.g., road widening and utility diversions or activities with similar noise levels identified in Table 9.22 in Chapter 9 (Noise & Vibration) of this EIAR). Other construction activities associated with the Proposed Scheme will be scheduled to avoid significant cumulative noise levels

NV9: The NTA will establish clear forms of communication that will involve the appointed contractor and NSLs in proximity to the works so that residents or building occupants are aware of the likely duration of activities likely to generate noise or vibration that are potentially significant as set out in Table 9.7 and Table 9.10 in Chapter 9 of this EIAR.

NV10: During the Construction Phase the appointed contractor will carry out noise monitoring at representative NSLs to evaluate and inform the requirement and / or implementation of noise management measures. Noise monitoring will be conducted in accordance with International Organization for Standardization (ISO) 1996–1 (ISO 2016) and ISO 1996–2 (ISO 2017). The selection of monitoring locations will be based on the nearest representative NSLs to the working area which will progress along the length of the Proposed Scheme.

Chapter 17 Landscape (Townscape) & Visual of Volume 2 of the EIAR, provides an overview of the trees which are impacted as a result of the scheme and also indicate new tree planting. Some trees which are in close proximity to the boundary wall which is being set back as part of the scheme will removed and replaced as part of the works. It is noted in this chapter that there will be short-term negative effects, with an increase in positive effects over time through the growth of the replacement planting.

CPO-22 – Eoin Freeney

Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Access during construction

The objection is concerned about access for emergency services and residents during the works.

Response to Objections Raised

i. Access during construction

Regarding construction impact, when roads and streets are being upgraded, there will be some temporary disruption / alterations to access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.1 of Chapter 5 of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

The design of the proposed scheme at this location complies with the visibility requirements set out in section 4.4.5 of DMURS. The Safety Audits undertaken for the Proposed Scheme,

included as Appendix M of the Preliminary Design Report provided in the Supplementary Information did not highlight any safety issues with the proposed arrangement in this regard.

3.8 Dispersed Locations

3.8.1 CPO-05 – Health Service Executive (Cherry Orchard Hospital)

3.8.1.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track, bus lane and general traffic lane in each direction.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction. An inbound bus lane and right turning general traffic lane are introduced on the approach to the Cherry Orchard junction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.1.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure** and **Figure** .
- and the existing aerial views in **Figure 3-43**.
- existing street view in **Figure 3-44** and **Figure 3-45**.

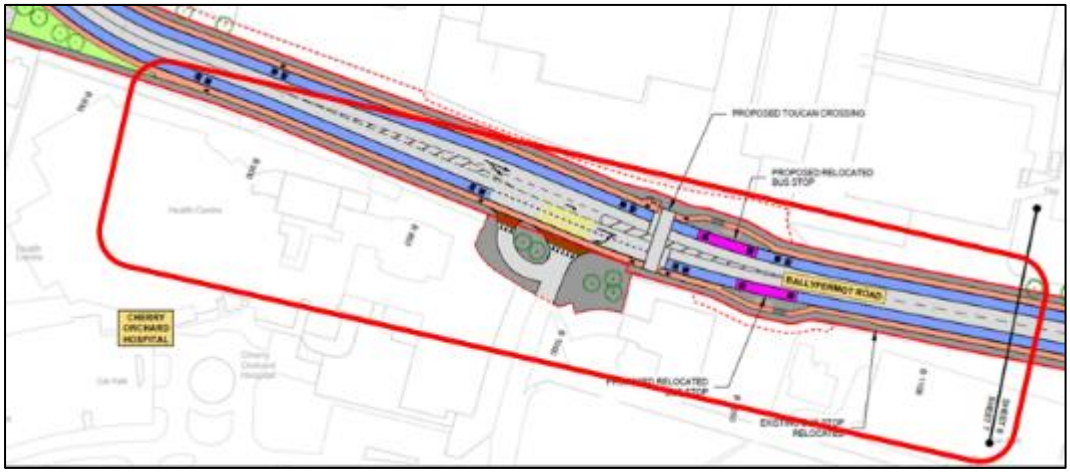

Figure 3-41: Proposed new Layout at Cherry Orchard Hospital

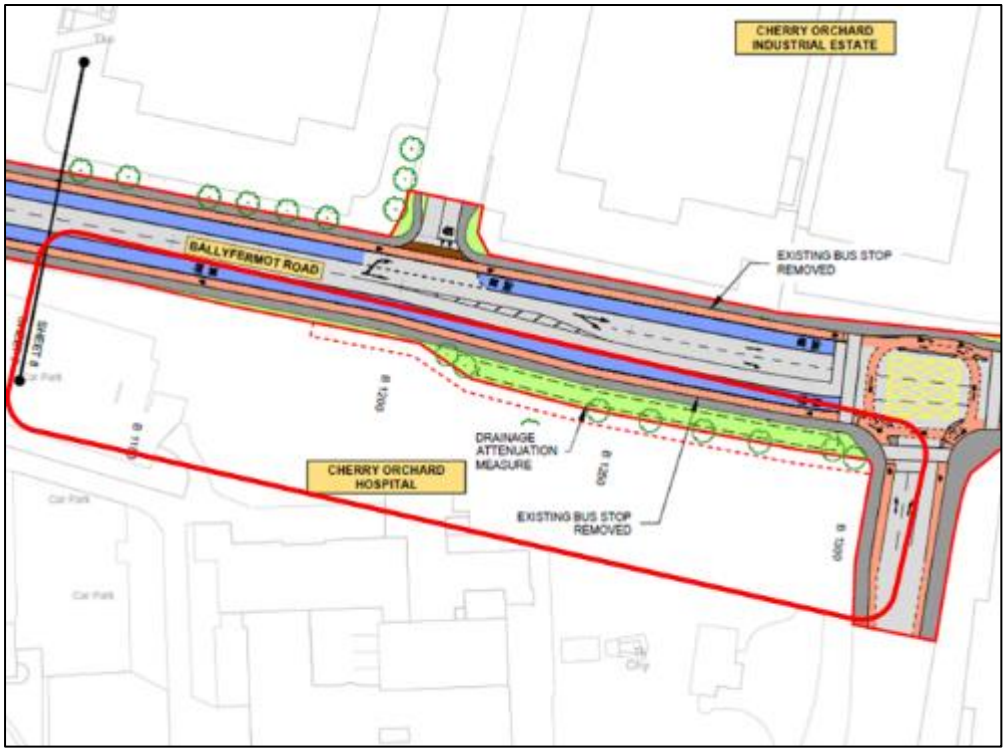

Figure 3-42: Proposed new Layout at Cherry Orchard Hospital

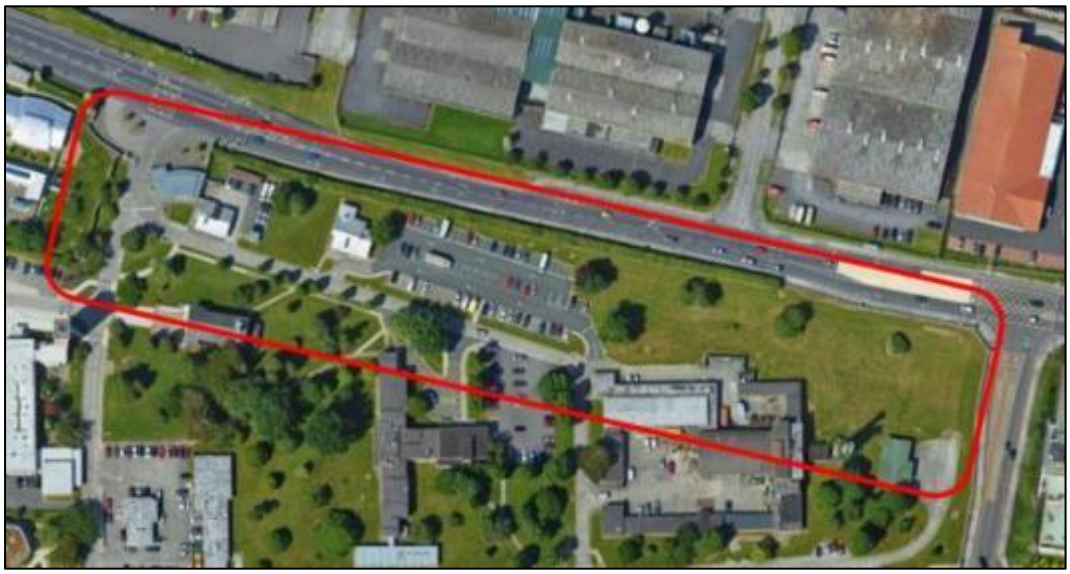

Figure 3-43: Existing aerial view at Cherry Orchard Hospital (Image Source: Google)

Figure 3-44: Existing Street view of Cherry Orchard Hospital (Image Source: Google)

Figure 3-45: Existing Street view of Cherry Orchard Hospital (Image Source: Google)

3.8.1.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

i. Scheme conflict with proposed site development

The HSE have undertaken a preliminary feasibility study to construct an Enhanced Community Care (ECC) facility. The study identified that the development should be sited in the northeast of the property where attenuation features are proposed as part of the BusConnects Scheme.

It is stated in the objection that moving the proposed development out of the proposed attenuation area would lead to potential pinch points on the hospital campus.

ii. Access during ECC Construction

The response requests that access to the ECC construction site not be impeded by the Proposed Scheme.

iii. Flooding of attenuation features.

The submission states the proposed SuDS treatment could potential be inundated during heavy rainfall events increasing the flood risk for future development.

iv. Reinstatement of the boundary wall and railing.

The submission is concerned that the boundary will have a wall constructed instead of the existing wall and railing.

3.8.1.3 Response to Objections Raised

i. Scheme conflict with proposed site development.

During the development of the Proposed Scheme design, the NTA have engaged with the HSE to coordinate the design of the attenuation area and the prosed Enhanced Community Care (ECC) facility which the HSE plans to develop in the vicinity of this location. Following engagement with the HSE in 2021, the NTA amended the design of the attenuation area to avoid impacting the site of the proposed ECC facility. The Proposed Scheme has therefore been designed to avoid any impact which would preclude the development of the ECC facility.

Temporary land acquisition is also required at this location. The space identified is required to facilitate the careful removal of the existing wall and railings, construction of the new wall and access gate and reinstatement works. For clarity, the entire area identified for temporary acquisition will not be required for the duration of the works. It is acknowledged that during the construction of the works there will be inconveniences for all users but this will be managed to minimise impacts for all affected parties. The duration of the works will vary from property to property.

The NTA will continue to engage with the HSE regarding the development of the ECC facility to ensure both schemes are compatible.

ii. Access during ECC Construction.

The NTA will continue to engage closely with HSE to mitigate potential impacts and concerns. Access to the construction site of the ECC will not be precluded by the Proposed Scheme.

iii. Flooding of attenuation features.

The Drainage Design Basis is set out in Appendix K of the Preliminary Design Report. This sets out the design standards, as per Table 3.3 below which is an extract of the Drainage Design Basis Document.

Table 3.3: Design Standards

Table 6: Design Standards

Parameter & Feature	Allowable Discharge Rate
Permitted Discharge Rates	
Fully New Paved Catchment Areas	Discharge rates throttled to **2l/s/ha** with minimum flow of **2l/s**
Combined New/Existing Paved Catchment Areas	Existing runoff rates maintained on the basis of: - the existing paved areas to **1 in 5-year flow,** or as informed **by existing network/model information,** plus - **2l/s/ha** for the existing grassed areas catchments to be paved (additional catchments).
Attenuation / SuDS Measures	
Combined new/existing paved areas	Attenuation/SuDS measures sized to contain the **1 in 30-year storm** with a 20% allowance for future climate change
Fully newly Paved (existing greenfield) Areas	Attenuation/SuDS measures sized to contain the **1 in 100-year storm** with a 20% allowance for future climate change
Exceptions: • Where attenuation measures are proposed in the floodplain, they shall be sized to contain the 1 in 100-year storm plus climate change • The design of attenuation/SuDS measures shall ensure no new flooding of properties. • Above ground retention of water might be designed to the 1 in 100-year storm plus climate change in situations where the flooding of existing properties might be compromised.	

A range of storm durations was tested for each catchment from 30 minutes to 1,440 minutes to ensure that the proposed SuDS measures have sufficient capacity to cater for high-intensity, short-duration storms and longer duration, low-intensity storms where the total runoff volumes are greater.

The Flood risk associated with the Proposed Scheme is dealt with within the Flood Risk Assessment included in Appendix A13.2 in EIAR Volume 4 Appendices Part 3 of 4. The FRA has been prepared in accordance with the Department of the Environment, Heritage and Local Government (DEHLG) and the Office of Public Works (OPW) Planning System and Flood Risk Management Guidelines for Planning Authorities (hereafter referred to as the FRM Guidelines) (DEHLG and OPW 2009). The Flood Risk Assessment covers three stages of a Site-Specific Flood Risk Assessment (Identification of flood risk, initial flood risk assessment and detailed assessment supported by CFRAM hydraulic modelling). The Flood Risk Assessment also includes the 'Development Management Justification Test' (box 5.1 of the 2009 Planning System Flood Risk Management Guidelines) and concludes that the development satisfies the requirements of the Development Management Justification Test. Refer to section 7.5 of the Flood Risk Assessment report.

Table 6.2 in the Flood Risk Assessment concluded that there is no potential flood risk impacts on the surrounding areas as a result of the development.

iv. Reinstatement of the boundary wall and railing.

As stated in Section 13.4 of the Preliminary Design Report provided in the Supplementary Information, to maintain the character and setting of the Proposed Scheme, the approach to

undertaking the new boundary treatment works along the corridor is replacement on a 'like for like' basis in terms of material selection and general aesthetics unless otherwise noted on the drawings.

Final details of boundary walls, gates, driveways and grassed areas where affected, will be agreed between the directly impacted landowners and the NTA. Final details of boundary walls, gates and driveways will be agreed between the affected landowners and NTA during the accommodation works negotiations.

3.8.2 CPO-06 – Gallagher & Maguire Family (O'Hogan Road)

3.8.2.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track and general traffic lane in each direction. An outbound bus lane is proposed, with the signal-controlled bus priority being provided inbound through the section.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-46**
- and the existing aerial views in **Figure 3-47**
- existing street view in **Figure 3-48**.

Figure 3-46: Proposed new Layout at O'Hogan Road

Figure 3-47: Existing aerial view at O'Hogan Road

Figure 3-48: Existing Street view at O'Hogan Road (Image Source: Google)

3.8.2.2 Summary of Objections Raised

The objection to the CPO raises four potential issues:

i. Outdated Mapping

Deposit map (0007-DM-0012) is outdated and omits developments to residences. Lack of confidence that thorough surveying of the area has been undertaken.

ii. Restriction of access.

Concern that the removal of access onto O'Hogan Road from the scheme will increase traffic and congestion on the surrounding roads.

Concern the restrictions will remove access to emergency services and result in longer response times in the event of an emergency.

iii. Bus Stop Location

The objection states that the location of the bus stops will lead to increased anti-social behaviour and littering.

iv. Removal of Pedestrian Crossing

The objection is concerned that the removal of the pedestrian crossing at O'Hogan road will restrict access to side roads and nearby bus stops. It also states that there is no traffic calming features to maintain safe speeds through the section.

3.8.2.3 Response to Objections Raised

i. Outdated Mapping

The General Arrangement drawings are displayed on Ordnance Survey mapping which is regularly updated by Ordnance Survey Ireland Government of Ireland. Whilst the designs are displayed on this mapping, up-to-date and detailed topographical survey of all areas within the proposed site boundary has been undertaken to inform the design development.

ii. Restriction of access

The Proposed Scheme includes the closure of O'Hogan Road to maintain bus priority following the priority signalling. Chapter 4 Proposed Scheme Description 0f Volume 2 of the EIAR, notes that access to O'Hogan Road, including for emergency vehicles, is maintained via Garryowen Road and Decies Road.

In relation to potential impacts arising from these proposals, as set out in EIAR Volume 2 Chapter 6 Traffic and Transport, Section 6.4.6.2.8 General Traffic Assessment, the transport modelling undertaken for the assessment of the Proposed Scheme has considered the potential for traffic redistribution impacts resulting from the Proposed Scheme measures. This identifies potential decreases as well as increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

To determine the impact that the Proposed Scheme has in terms of an increase in general traffic flows on the direct and indirect study areas, a robust assessment has been undertaken, with reference to TII's "Traffic and Transport Assessment Guidelines (May 2014)". Each road link that is predicted, through the modelling, to experience an increase in 2-way flows of more than 100 passenger car units has been subjected to further assessment to assess the significance of effects in relation to the traffic flow changes on these links.

In relation to the streets surrounding O'Hogan Road streets are identified as experiencing and increase of over 100 2-way flows in passenger car units.

iii. Bus Stop Location

Section 10.2.1 of the EIAR Volume 2 Chapter 10 Population, and Appendix A10.2 to Chapter 10, assesses the Economic Impact of the Core Bus Corridors, which includes consideration of the impact of transport infrastructure on criminal activity. The conclusion reached on page 25 is that "*the new infrastructure improvements should have a direct and immediate impact on crime along the corridors. It will provide better, safer and more visible bus stops whilst also improving the wider public realm infrastructure through investments such as improved street lighting. This will act as a direct deterrent to criminal activity and result in a reduction in crime.*

This in turn has been shown to encourage people onto the streets into the evening which will also support the night time economy in community centres."

Section 10.4.4.1.1 of EIAR Chapter 10 Population considers the Community Amenity and for the Chapelizod community area this is assessed a Positive, Not Significant and Long-Term impact. Additional information in relation to the potential community impacts arising from crime and antisocial behaviour is set out in EIAR Chapter 10 Population Appendix A10.2 Economic Impact of the Core Bus Corridors, which notes the following:

- *Good infrastructure has also been shown to have a positive impact on levels of crime, particularly low level crimes such as theft and vandalism. There is evidence from a wide range of studies that redesigned public realm, especially those which are better lit and more visible, see significant reductions in the level of crime.*

- *A study from Los Angeles in the late 1990s discovered that the location and visibility of bus stops can have an impact on crime. Where bus stops were clearly visible, offered shelter to the user and were on streets with high levels of vehicle traffic, criminal activity was less common. In contrast, crime rates were found to be higher if the bus stop was at an intersection with an alley, next to off-licences, cashpoint services, vacant buildings or on-street parking, or in areas where there was a lot of graffiti and litter.*

The NTA document: Permeability in Existing Urban Areas Best Practice Guide 2015, referenced in the Dublin City Development Plan (as mentioned in response to issue i) supports this assessment. This policy guidance states that *"a higher number of pedestrians and cyclists in housing estates and neighbourhood centres also changes the perception of a place in terms of safety. Passive supervision, the mere presence of more people, makes the place safer. By maintaining or creating links for pedestrians and cyclists, this enhanced safety can be provided".* The document goes on to state that *"If people have a higher tendency to walk and cycle around their neighbourhood, they are more likely to meet each other. Often it is these meetings which give a sense of community more than formal arrangements and a greater sense of community is often cited as a key requirement in addressing many anti-social behaviour problems in Irish urban areas."*

The Best Practice Guide also includes following text provided by a local resident and member of the Residents Association Committee when discussing views amongst residents before implementation of the Dargle Wood Scheme: '*This green space has a long history of antisocial behaviour… drugs, alcohol abuse, loitering motorbiking etc. Residents thought that making the area more accessible and providing public lighting would worsen these problems and they opposed the project on these grounds.'*

The following text is provided by the same local resident, indicating how residents' views have changed as a result of the modified scheme. '*Residents' fears and concerns of a worsening antisocial behaviour situation has not materialised to date and the amended project carried out has so far brought improvements that can be built upon...the putting in place of the review process post project (evaluation) has also helped to assuage residents' concerns in the event that adjustments may be required'*

In summary, the case study demonstrates that improved facilities, will have a positive impact on residential amenity, rather than leading to an increase in crime and anti-social behaviour.

iv. Removal of Pedestrian Crossing

As the objection identifies, the signalised pedestrian crossing is to be relocated as part of the scheme. To cater for desires lines associated with the proposed bus stops and public space, it is proposed to provide a new Toucan crossing approximately 550m to the west of O'Hogan Road and a new Toucan crossing approximately 500m to the east of O'Hogan Road.

3.8.3 CPO-09 – Petrogas Group Ltd. (Applegreen Service Station)

3.8.3.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track, bus lane and general traffic lane in each direction.

The existing road cross section in this location provides a footpath on each side of the road, with one general traffic lane in each direction. An inbound bus lane and outbound advisory cycle lane are also at this location.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.1.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-49**
- and the existing aerial views in **Figure 3-50**
- existing street view in **Figure 3-51**.

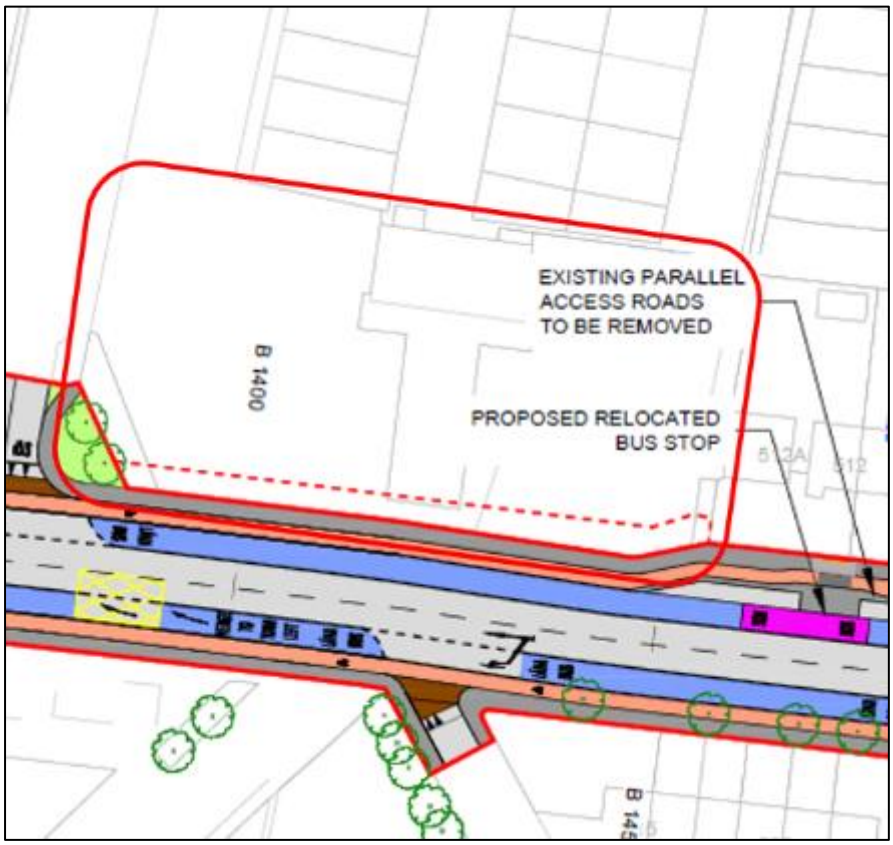

Figure 3-49: Proposed new Layout at Applegreen Service Station

Figure 3-50: Existing aerial view at Applegreen Service Station

Figure 3-51: Existing Street view at Applegreen Service Station (Image Source: Google)

3.8.3.2 Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Impacts on business and operations

   The objection is concerned about the impact on the car wash following the works and temporary closure of the car wash due to temporary land acquisition.

As the main access to the forecourt is along Ballyfermot Road, the objection is concerned access for deliveries and customers to and from the site is seen as an issue during the works.

The objection has also highlighted that the hazardous zone surrounding the pump islands is impacted by the temporary land acquisition.

The relocation of the fuel display sign due to the land acquisitions is also identified as an issue.

3.8.3.3 Response to Objections Raised

i. Impacts on business and operations

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage your its agent / valuer in preparing, negotiating and advising on compensation.

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

3.8.4 CPO-15 – Industrial Properties Company Limited by Guarantee (Liffey Valley Retail Park)

3.8.4.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track, bus lane and general traffic lane in each direction.

The existing road cross section in this location provides a footpath on each side of the road, with two general traffic lanes in each direction along most of this section. Three general traffic lanes exist along Fonthill Road on the approach to the junction with Coldcut Road. A two-way cycle track exists along the footpath that borders the Liffey Valley Retail Park.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.1.1

of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-52**, **Figure 3-53** and **Figure 3-54**.
- and the existing aerial views in **Figure 3-55**.
- existing street view in **Figure 3-56**, **Figure 3-57**, **Figure 3-58** and **Figure 3-59**.

Figure 3-52: Proposed new Layout at Liffey Valley Retail Park

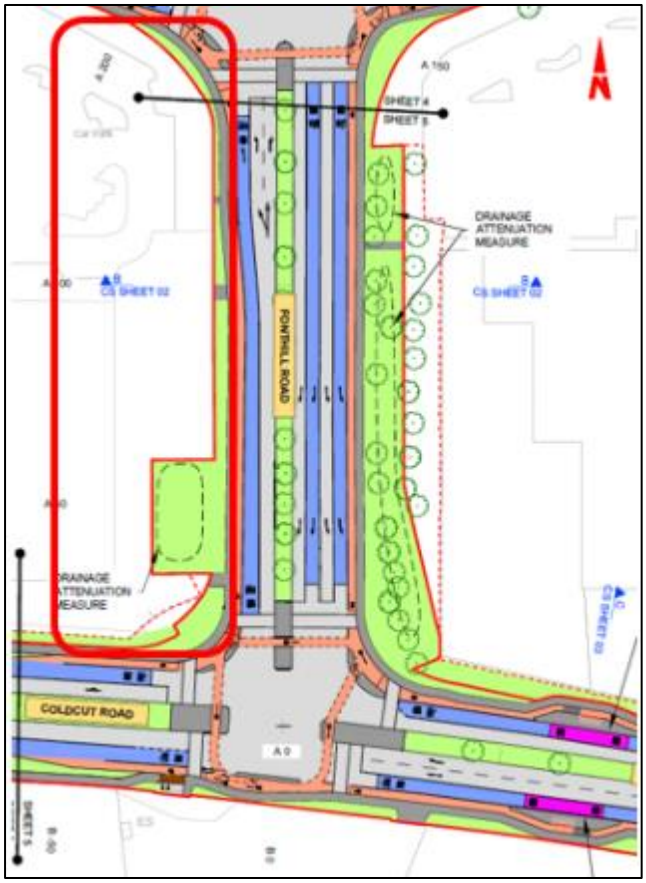

Figure 3-53: Proposed new Layout at Liffey Valley Retail Park

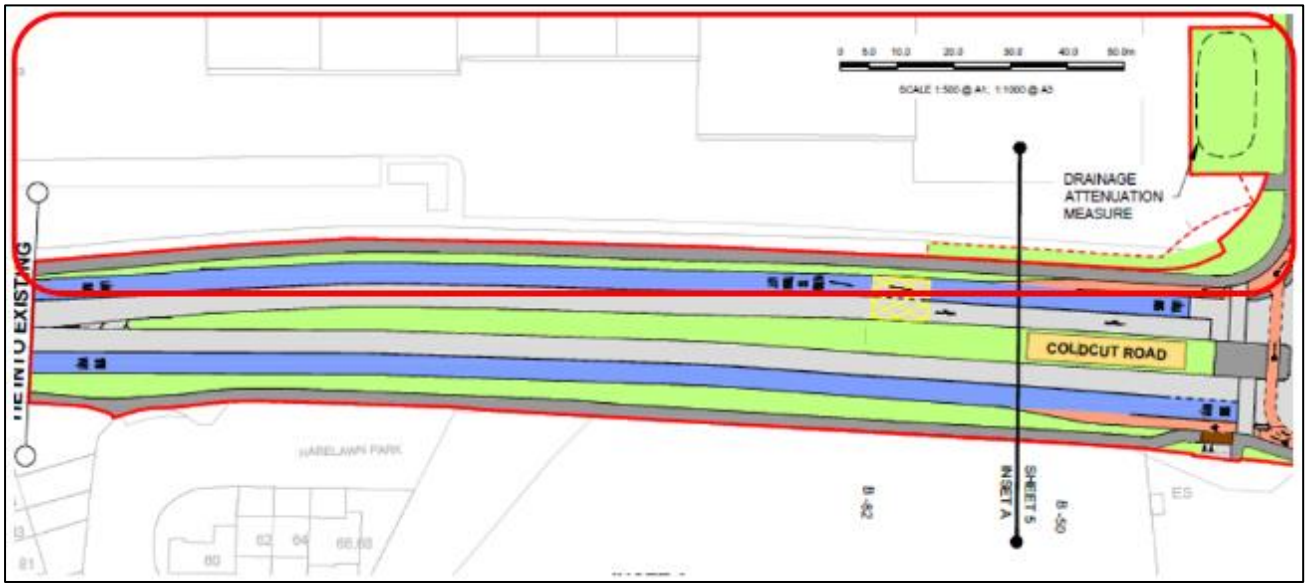

Figure 3-54: Proposed new Layout at Liffey Valley Retail Park

Figure 3-55: Existing aerial view at Liffey Valley Retail Park (Image Source: Google)

Figure 3-56: Existing Street view at Liffey Valley Retail Park (Image Source: Google)

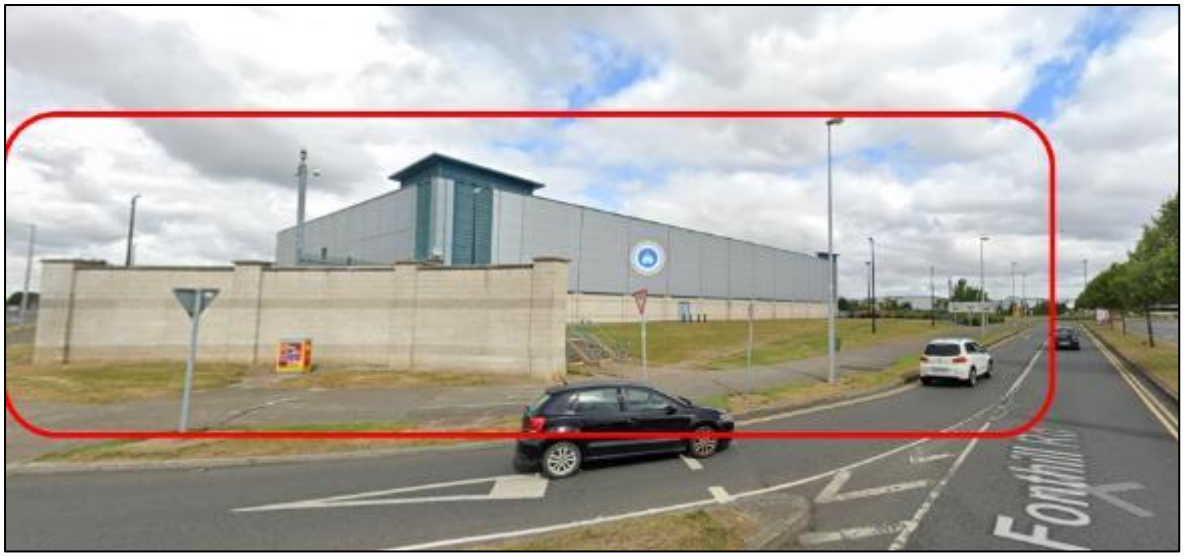

Figure 3-57: Existing Street view at Liffey Valley Retail Park (Image Source: Google)

Figure 3-58: Existing Street view at Liffey Valley Retail Park (Image Source: Google)

Figure 3-59: Existing Street view at Liffey Valley Retail Park (Image Source: Google)

3.8.4.2 Summary of Objections Raised

The objection to the CPO raises two potential issues:

i. Access during construction

   The objection access for tenants, deliveries and customers to and from the site is seen as an issue during the works.

ii. Conflict with future development

   The location of the proposed attenuation feature will remove the potential of future development of the site at that location

3.8.4.3 Response to Objections Raised

i. Access during construction.

   When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

i. Conflict with future development

   The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

   In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

   If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on the landowner whose land is being acquired. Following service of the Notice to Treat, the landowner will be required to submit a claim for compensation and as part of this process, the NTA will pay the reasonable costs (as part of the claim) for the landowner to engage your its agent / valuer in preparing, negotiating and advising on compensation.

3.8.5 CPO-17 – Paula McFarland (3/3A Meadowview)

3.8.5.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track, and general traffic lane in each direction. There is also one bus lane inbound at this location.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of Sarsfield Road. As described in paragraph 4.5.2.1 of

Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-60**.
- and the existing aerial views in **Figure 3-61**
- existing street view in **Figure 3-62**

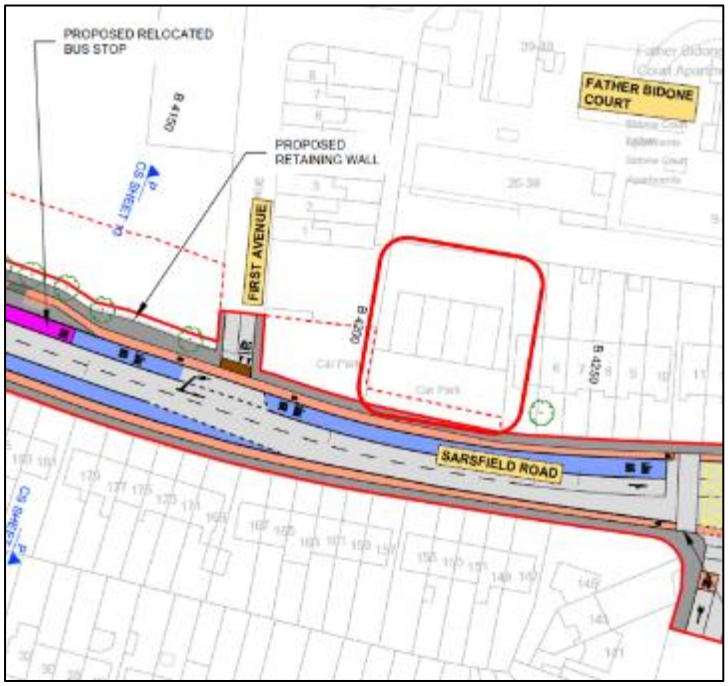

Figure 3-60: Proposed new Layout at 3/3A Meadowview

Figure 3-61: Existing aerial view at 3/3A Meadowview

Figure 3-62: Existing Street view at 3/3A Meadowview (Image Source: Google)

3.8.5.2 Summary of Objections Raised

The objection to the CPO raises the following potential issues:

i. Incorrect owner identified

The objection has noted that the incorrect owner of the property has been identified as part of the CPO process.

ii. Loss of Parking

The objection is unclear how much parking will be lost as part of the works at this location.

iii. Access during construction

The objection is concerned about how the access will be maintained during the construction of the scheme.

iv. Boundary Wall

The objection is unsure about the type of wall being reinstated or if it is appropriate to reinstate the wall

v. Oral Hearing

The objection requests an Oral Hearing from the Board.

3.8.5.3 Response to Objections Raised

i. Incorrect owner identified

Information gathered as part of our Title Research is set out in our CPO schedule. The NTA acknowledge the statement regarding ownership however, the NTA are required to include Mr O'Reilly in the schedule to the CPO because he is registered as one of the owners of folio DN80106L which relates to this property.

ii. Loss of parking

Section 6.4.6.2.3.4 of EIAR Volume 2 Chapter 6 Traffic and Transport sets out an assessment of car parking loss in the scheme section between Le Fanu Road to Sarsfield Road. Specifically at this location it is stated:

'The reduction from 25 to 20 informal commercial parking spaces on the northeast arm of R833 Sarsfield Road / First Avenue Junction. This reduction enables the creation of space to provide segregated bus and cycle infrastructure. Due to the retention of 20 spaces and approximately 55 parking spaces on side streets within 100m of this location, the impact of this loss of parking is considered to have a Negligible and Long-term effect'

At 3/3A Meadowview given that there are no marked spaces, the exact number of parking spaces is difficult to determine. It is noted that two cars can be parked parallel to the wall which is proposed to be set back by approximately 1.5m. As such, these two spaces would be impacted by the relocation of the boundary wall. No impact to the perpendicular parking at the front of the commercial property is anticipated.

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively. Appendix G (Parking Survey Report) of the Preliminary Design Report provided in the Supplementary Information notes that retaining the existing layout would result in reduced quality of service for busses, cyclists, and motorised vehicle traffic which would undermine the overall scheme objectives.

iii. Access during construction

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

iv. Boundary Wall

As stated in Section 13.4 of the Preliminary Design Report provided in the Supplementary Information, to maintain the character and setting of the Proposed Scheme, the approach to undertaking the new boundary treatment works along the corridor is replacement on a 'like for

like' basis in terms of material selection and general aesthetics unless otherwise noted on the drawings.

The boundary wall will be reinstated at this location to limit conflict points between vehicles and pedestrians.

vi. Oral Hearing

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

3.8.6 CPO-18 – St. James's Hospital (Mount Brown & James Street)

3.8.6.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, and general traffic lane in each direction. A time plated Bus Gate in each direction is used to provide bus priority through this section, and a proposed access road is used to maintain access to the National Children's Hospital while the outbound Bus Gate is in operation.

The existing road cross section in this location provides a footpath each side of the road with one general traffic lane each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of Emmet Road. As described in paragraph 4.5.3.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-63** and **Figure 3-64**
- the existing aerial views in **Figure 3-65** and **Figure 3-66**
- existing street view in **Figure 3-67** and **Figure 3-68**.

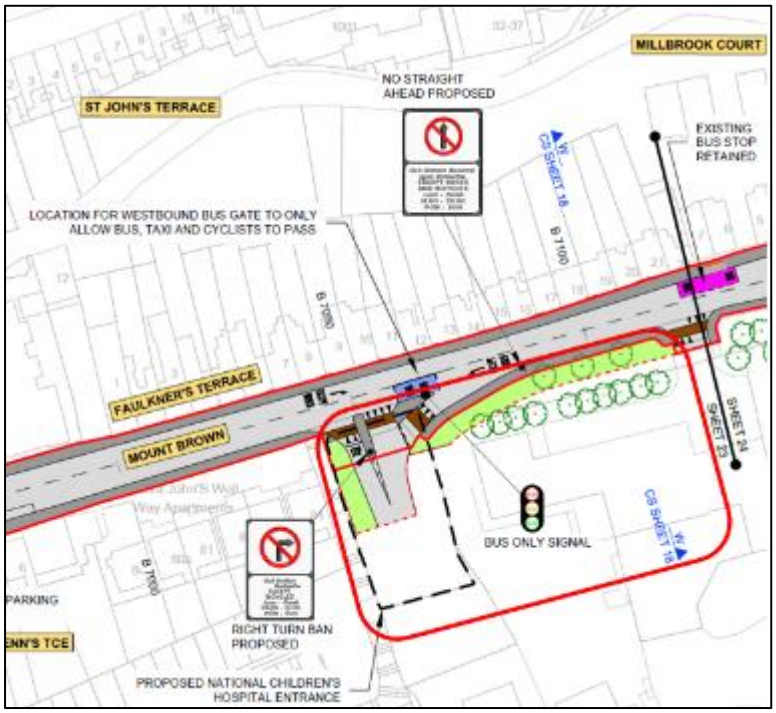

Figure 3-63: Proposed new Layout at the National Children's Hospital Access

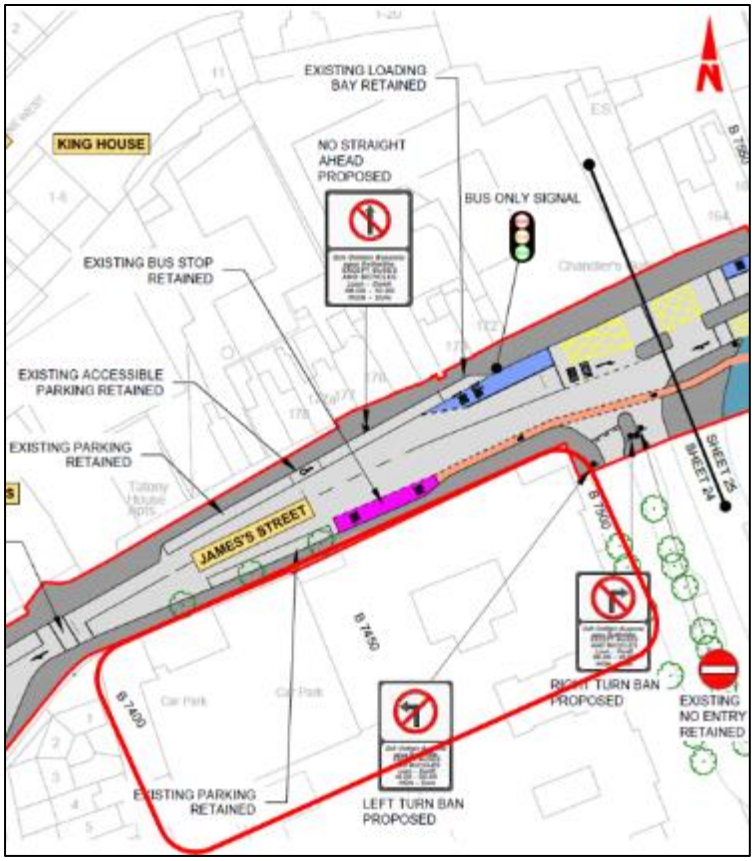

Figure 3-64: Proposed new Layout at St. James's Hospital Access

Figure 3-65: Existing aerial view at the National Children's Hospital Access

Figure 3-66: Existing aerial view at St. James's Hospital Access

Figure 3-67: Existing Street view at National Children's Hospital Access (Image Source: Google)

Figure 3-68: Existing Street view at St. James's Hospital Access (Image Source: Google)

3.8.6.2 Summary of Objections Raised

The objection to the CPO raises three potential issues:

i. Access to Energy Centre and National Children's Hospital

The objection is concerned that access to the St. James's Hospital Energy Centre and the National Children's Hospital will be compromised or disrupted.

It is stated in the objection that access to the National Children's Hospital should be maintained throughout the duration of the works.

ii. Anti-social behaviour and boundary treatment

The objection is concerned about antisocial behaviour with the footpath being closer to the Energy Centre and requests that additional security railings are installed

iii. St. James's Hospital traffic alterations

The response raised that the through road at St James's Hospital will be closed to traffic as part of the New Children's Hospital planning application and states that this should be taken into account.

3.8.6.3 Response to Objections Raised

i. Access to Energy Centre and National Children's Hospital

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

As outlined above in response 2.1.3.2, access to hospital campus via sustainable modes will be greatly improved following the implementation of the Proposed Scheme. Access by private vehicle to the New Children's Hospital will still be possible at all times from all direction. Traffic leaving the Children's hospital car park from the Mount Brown exit during the AM peak will be required to turn left to avoid the Bus Gate. Additional signage will be erected to advise motorists of the restrictions.

The proposed closure of the St James's Hospital campus for through traffic being implemented separately by the hospital has been captured as part of the traffic modelling exercise undertaken as part of the Proposed Scheme assessment. This closure combined with the implementation of the Bus Gate will see a reduction in traffic in the area which will reduce existing traffic congestion in the vicinity of the hospital which is clearly demonstrated in Chapter 6 Traffic and Transport of Volume 2 of the EIAR. Table 6.5 in Section 6.4.6.3.8.3 of the EIAR (reproduced in Table 3.4 below) presents road links that Experience a Reduction of ≥ 100 Combined Flows during AM Peak Hour. Traffic along James's Street reduced by over 50% with the Bus Gate in place.

Table 3.4: Road Links that Experience a Reduction of ≥ 100 Combined Flows during AM Peak Hour (Direct Study Area) Section Map I.D. Road Name Do Minimum Flows (PCUs) Do Something Flows (PCUs) Flow Difference

Section	Map I.D.	Road Name	Do Minimum Flows (PCUs)	Do Something Flows (PCUs)	Flow Difference (PCUs)
Section 1 - Liffey Valley to Le Fanu Road	S.1	Fonthill Road	544	399	-145
		R833 Coldcut Road	2000	1063	-937
		R833 Ballyfermot Road	1022	446	-576
Section 2 - Le Fanu Road to Sarsfield Road	S.2	R833 Ballyfermot Road	1080	206	-874
		R112 Kylemore Road	892	511	-382
		R833 Sarsfield Road	1238	573	-666
		Sarsfield Road	690	180	-510
Section 3 - Sarsfield Road to City Centre	S.3	R839 Inchicore Road	797	619	-178
		R839 Grattan Crescent	1287	576	-712
		R810 Emmet Road	1307	917	-390
		R810 Old Kilmainham	869	264	-606
		R810 Mount Brown	861	256	-606
		R810 James Street	1370	665	-706
		R810 Thomas Street	1474	653	-822
		R810 Commarket	1217	117	-1100
		R108 High Street	2148	815	-1333

Regarding construction impact, when roads and streets are being upgraded, there will be some temporary disruption / alterations to access in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works. As described in section 5.5.3.2 of Chapter 5 of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. Access and egress will be maintained at all times.

ii. Antisocial behaviour and boundary treatment.

At this location the Proposed Scheme will require approximately 0.5m to 7.5m of permanent land acquisition and 4m of temporary land acquisition from the property to accommodate the proposed pedestrian footpath, with the boundary walls being replaced on a like for like basis. The potential for anti-social behaviour will not change as result of the new boundary.

Reinstatement of property frontage including boundary walls, gates, railings, driveway, footpath and landscaping will be on a like for like basis and detailed accommodation works plans will be prepared in consultation with landowners in line with any formal agreements and in accordance with any embedded mitigations identified in the EIAR or conditions/modifications from An Bord Pleanála in relation to the Proposed Scheme application.

As can be seen in the Fencing and Boundary Treatment Drawings presented in the Volume 3 – Figures and in Chapter 4 Proposed Scheme Description, it is proposed to reconstruct the boundary wall on a like for like basis at this location.

Figure 3-69: Fencing and Boundary Treatment Drawings on Emmet Road

iii. St. James's Hospital traffic alterations

Access to hospital campus via sustainable modes will be greatly improved following the implementation of the Proposed Scheme as well as the amendments to the bus network service routing, with expected bus journey time reductions, more dependable bus services and increases in the frequency of bus services across the network as a whole. This serves to achieve the aim of the Proposed Scheme which 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.

During the development of the Proposed Scheme design, traffic modelling was undertaken in parallel to identify potential implications arising from the proposals and allow the design to be refined to mitigate any potential impacts. The modelling carried out is set out in Chapter 6 of the EIAR. The modelling identifies potential decreases and increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

Future committed transport schemes have been included within the appropriate modelling scenario; this includes the ban of traffic travelling through the St James's Hospital / New Children's Hospital sites.

3.8.7 CPO-20 – Our Lady of the Assumption Parish (Ballyfermot Roundabout)

3.8.7.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to upgrade the roundabout to a signalised junction. The west arm of the junction is proposed to have an inbound bus land and an outbound general traffic lane. The east arm has one general traffic lane and bus lane in each direction. The north and south arms have two general traffic lanes approaching the junction

and one general traffic lane exiting the junction. Each arm of the junction has a footpath on either side and a cycle track in each direction.

The existing junction in this location is a roundabout, providing a footpath on each side of all 4 arms, with two general traffic lanes approaching and a single general traffic lane exiting on each arm. The east am also having a cycle lane for inbound cyclists.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-70**
- and the existing aerial views in **Figure 3-71**
- existing street view in **Figure 3-72**

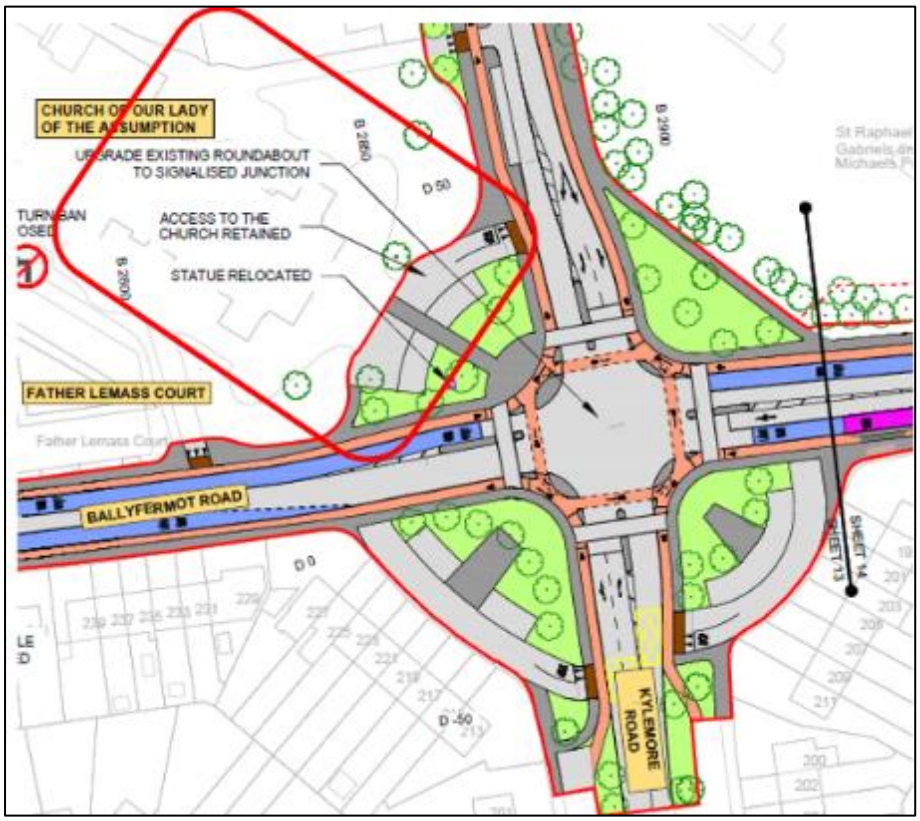

Figure 3-70: Proposed new Layout at Ballyfermot Roundabout

Figure 3-71: Existing aerial view at Ballyfermot Roundabout

Figure 3-72: Existing Street view at Church of Our Lady of the Assumption (Image Source: Google)

3.8.7.2 Summary of Objections Raised

The objection to the CPO raises three potential issues:

i. Issue with ownership

   The objection is uncertain whether the effected land is in their ownership, belongs to Dublin City Council or is shared between both parties.

ii. Access to Church

   It is noted in the objection will reduce the safety for those accessing the church, particularly those with reduced mobility

The objection is also concerned that the new layout will lead to a loss of vehicle access and will impede funerals and other daily activities of the church

iii. Increased Congestion

The objection is concerned that the signalised junction will have a negative effect on traffic in the area.

3.8.7.3 Response to Objections Raised

i. Issue with ownership

Information gathered as part of our Title Research is set out in our CPO schedule. The NTA notes the comments set out in the objection.

ii. Access to Church

As part of the Proposed Scheme, it is proposed to upgrade the existing roundabout at Kylemore Road / Ballyfermot Road to a signalised junction to provide improved bus priority, pedestrian, and cycle infrastructure.

As outlined in the Preliminary Design Report provided in the Supplementary Information, Ballyfermot Road / Kylemore Road facilitates the movement of vehicles, but provides poor facilities for pedestrians, cyclists and buses. Pedestrians and cyclists have to walk a significant distance off of their desire line to cross the road at a signalised crossing, which many are observed not to do resulting in unsafe conditions for these vulnerable road users. While buses on the main corridor can pass through the junction with relative ease, those entering from the side road can often be delayed due to traffic flow on the main line.

As part of the Proposed Scheme and as described in the Preliminary Design Report, it is proposed to develop a high-quality urban realm scheme with community spaces. The central green space within the roundabout will be reallocated as four distinctly designed quadrants that are more accessible to the community. Outside the Church, a new green space, re-arranged parking area and revised vehicular access will be provided which also includes the relocated statue and welcome sign from the roundabout. New tree planting, seasonal planting, seating and feature paving in high quality concrete with granite kerbs will create an attractive and engaging community oriented public space in this quadrant.

As outlined in Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR, the upgrades at this junction, which include direct signalised crossings on all arms of the junction, are anticipated to result in an increase in the Pedestrian Level of Service from a C rating to an A rating resulting in a Medium Positive Impact.

At present, vehicular, pedestrian and cyclist access to the Church of Our Lady of the Assumption is facilitated directly via Ballyfermot roundabout. It is proposed for vehicle access to be maintained and relocated approximately 30m north of the current location via Kylemore Road.

To facilitate the upgrades in this location, it is proposed to reconfigure the 8 parking spaces on the north-western corner of the R833 Ballyfermot Road / R112 Kylemore Road Roundabout outside the gates of the Church of Our Lady of the Assumption. Three additional informal parking area on the south-western corner of the R833 Ballyfermot Road / R112 Kylemore Road Roundabout and two additional informal parking areas on the south-eastern corner.

iii. Increased Congestion

During the development of the Proposed Scheme design, traffic modelling was undertaken in parallel to identify potential implications arising from the proposals and allow the design to be refined to mitigate any potential impacts. The modelling carried out is set out in Chapter 6 (Traffic and Transport) of Volume 2 of the EIAR. The modelling identifies potential decreases and increases in traffic flows on some road links in the study area as a result of the Proposed Scheme, due to the reallocation and rebalancing of road space in favour of sustainable modes (Walking, Cycling and Public Transport).

As displayed in Table 6.50 and Table 6.54 in Chapter 6 (Traffic and Transport) in Volume 2 of the EIAR, roads within the direct study area (i.e. within the scheme extent such as R833 Ballyfermot Road and R112 Kylemore Road) are anticipated to experience a reduction in general traffic flows in the AM and PM peak hour. At R112 Kylemore Road, this reduction is anticipated to up approximately 380 passenger car units per hour in the AM peak and approximately 250 passenger car units per hour in the PM peak.

Various links within the indirect study area (i.e. outside of the scheme extent) are also anticipated to experience a reduction in traffic flows as shown in Table 6.51 and Table 6.55 in Chapter 6. Overall, it has been determined that the impact of the reduction in general traffic flows along the Proposed Scheme will be Positive, Moderate and Long-term.

Various roads within the indirect study area are anticipated to see an increase in traffic flows. To determine the impact that the Proposed Scheme has in terms of an increase in general traffic flows, a robust assessment has been undertaken, with reference to TII's "Traffic and Transport Assessment Guidelines (May 2014)". Each road link that is predicted, through the modelling, to experience an increase in 2-way flows of more than 100 passenger car units has been subjected to further assessment to assess the significance of effects in relation to the traffic flow changes on these links.

Section 6.4.6.3.8.5 General Traffic Impact Assessment of Chapter 6 outlines the 3-step assessment process that has been undertaken to assess the impact and significance of effect at each junction along the identified links that are predicted to experience traffic flow increases. Tables 6.60 to 6.63 outline the results of this assessment which shows that the majority of assessed junctions have V / C ratios of below 85%, i.e., they are operating within capacity for all assessed years in the Do Minimum and Do Something scenarios (i.e. with and without the Proposed Scheme).

The assessment indicates that these junctions will be able to accommodate any changes in traffic volumes, as a result of the Proposed Scheme. The effects at junctions are predominantly deemed to be Imperceptible to Not Significant and Long-term with nine junctions along the Proposed Scheme predicted to experience a negative, moderate and long term impact. Given that the redistributed traffic will not lead to a significant deterioration of the operational capacity on the surrounding road network, no additional mitigation measures, beyond what is included already in the design, have been considered.

Specifically in this location, it was identified that the only junction not to have an Imperceptible to Not Significant and Long-term impact is the Le Fanu Road / Kylemore Road / Chapelizod Hill Road junction where an Imperceptible to Not Significant and Long-term impact is anticipated in the 2028 AM scenario, 2028 PM scenario and 2043 PM scenario whilst a Low Positive impact is anticipated in the 2043 AM scenario.

3.8.8 CPO-21 – Stephen Byrne (5 Ballyfermot Road)

3.8.8.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to provide a footpath, cycle track and general traffic lane in each direction. An outbound bus lane is proposed, with the signal-controlled bus priority being provided inbound through the section.

The existing road cross section in this location provides a footpath on each side of the road with one general traffic lane and advisory cycle lane in each direction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary from private properties along this section of the Ballyfermot Road. As described in paragraph 4.5.2.1

of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-73**
- and the existing aerial views in **Figure 3-74**
- existing street view in **Figure 3-75**.

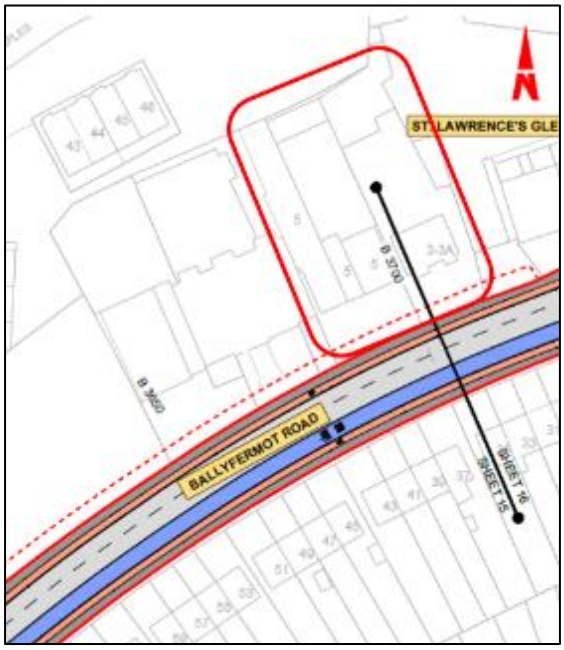

Figure 3-73: Proposed new Layout at 5 Ballyfermot Road

Figure 3-74: Existing aerial view at 5 Ballyfermot Road

Figure 3-75: Existing Street view at 5 Ballyfermot Road (Image Source: Google)

3.8.8.2 Summary of Objections Raised

The objection to the CPO raises one potential issue:

i. Impact on business

The objection is concerned that the impact of the works on the forecourt of the business will interrupt or halt trading at the location, during construction and potentially after the scheme is constructed. Majority of the business operations are carried out within the area proposed to be acquired under the CPO.

Another issue noted, that will affect the operation of the business is that deliveries will be prevented from access in the storage area at the back of 3/3A Ballyfermot Road.

3.8.8.3 Response to Objections Raised

i. Impact on business

The Proposed Scheme has been designed to deliver upon the scheme objectives set out in Chapter 1 Introduction of Volume 2 of the EIAR to deliver a Core Bus Corridor and significantly increasing the Level of Service of the provision for pedestrians and cyclists. In some areas, CPO is required to deliver what has been determined to be the most appropriate design configuration that meets these objectives. The decision to acquire land in these locations has not been taken lightly and all areas included in the CPO have been carefully considered and only included where deemed absolutely necessary to meet the scheme objectives and to construct the scheme with permanent and temporary acquisitions respectively.

In this specific area, the proposed cross-section and subsequent land acquisition have been considered and deemed necessary to facilitate the optimum scheme as presented in EIAR Volume 3 Chapter 4 Proposed Scheme Description Figures, General Arrangement drawings.

If the CPO is confirmed by An Bord Pleanála, a Notice to Treat will be served on each landowner whose land is being acquired. Following service of the Notice to Treat, each landowner will be required to submit a claim for compensation and as part of this process, the

NTA will pay the reasonable costs (as part of the claim) for the landowner to engage their own agent / valuer in preparing, negotiating, and advising on compensation.

When roads and streets are being upgraded, there will be some temporary disruption / alterations to on-street and off-street parking provision, and access to premises in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works, at all times, where practicable. As described in paragraph 5.5.3.2 of Chapter 5 Construction of Volume 2 of the EIAR, details regarding temporary access provisions will be discussed with homes and businesses prior to construction starting in the area. The duration of the works will vary from property to property, but access and egress will be maintained at all times.

3.8.9 CPO-24 – Tesco Ireland Limited

The objection states that there are three Tesco Ireland Limited stores along the Proposed Scheme: at the Liffey Valley Shopping Centre, at Ballyfermot Road and at Thomas Street. The objection is the same as the submission made (19) and does specify which stores the CPO objection is in reference to.

Information gathered as part of our Title Research is set out in our CPO schedule and displays that the CPO is applicable to the Tesco store at Liffey Valley Shopping Centre only. Therefore, the description of the Proposed Scheme, summary of the objection and response pertain to this location only. A summary of the whole submission and NTA response is provided in Section 2.5.2.

3.8.9.1 Description of the Proposed Scheme at this location

In order to achieve the scheme objectives along this section of the corridor, it is proposed to update the existing roundabout to a signalised junction.

In order to achieve the required cross section of the Proposed Scheme land acquisition is necessary along this section of the Fonthill Road. As described in paragraph 4.5.2.1 of Chapter 4 of Volume 2 of the EIAR, the cross-section proposed has been designed so as to minimise the extent of necessary land acquisition.

The land take required is shown in the following:

- relevant extract of the EIAR Chapter 4 Proposed Scheme Description Appendix the General Arrangement drawings in **Figure 3-76**
- and the existing aerial views in **Figure 3-77**
- existing street view in **Figure 3-78**

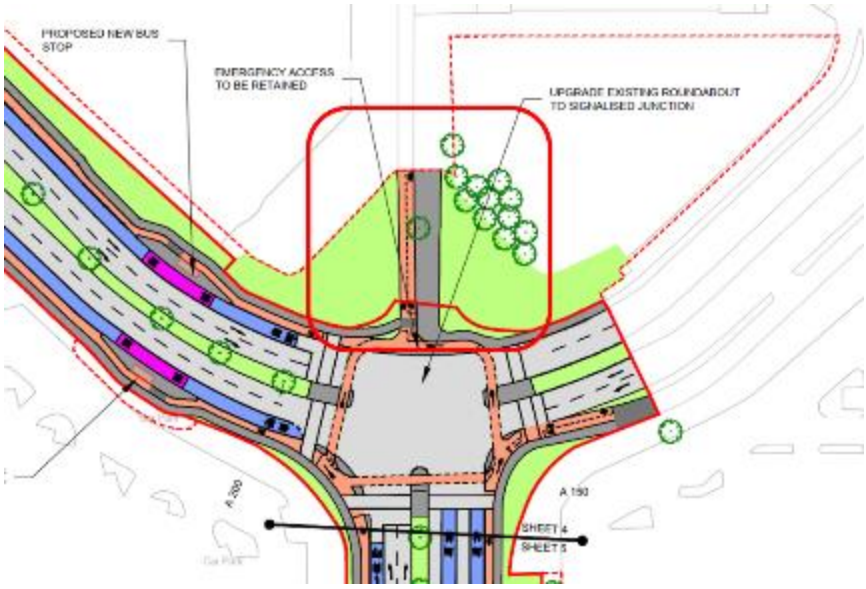

Figure 3-76: Proposed new Layout at Fonthill Road junction (Liffey Valley Shopping Centre)

Figure 3-77: Existing aerial view at Fonthill Road junction (Liffey Valley Shopping Centre)

Figure 3-78: Existing Street view at Fonthill Road junction (Liffey Valley Shopping Centre) (Image Source: Google)

3.8.9.2 Summary of Objections Raised

With regards to this location, the objection states that the proposed amendments to the internal road network of Liffey Valley Shopping Centre, and specifically the proposal to upgrade the existing roundabout to a signalised junction are welcomed. The objection goes on to say that vehicular access will be maintained to the supermarket and service yard, traffic flows will be improved and enhanced pedestrian and cycling infrastructure will be provided.

The objection then discusses other Tesco stores along the Proposed Scheme which are not impacted by the CPO but are summarised in Section 2.5.2.

3.8.9.3 Response to Objections Raised

The NTA notes the support for the upgrades to the network surrounding Liffey Valley Shopping Centre.

Information gathered as part of our Title Research is set out in our CPO schedule and displays that the CPO is applicable to the Tesco store at Liffey Valley Shopping Centre only. Therefore, the response pertains to issues mentioned at this location. A response to the impacts at other Tesco stores along the Proposed Scheme is provided in Section 2.5.2.

4. Responses to Individual Submissions on the Proposed Scheme

4.1 01- Maria Bennett

4.1.1 Submission- Palmers Lawn/ Palmers Drive/ Palmers Court/ Palmers Walk

This submission raised the following issues:

- Clarification on proposed boundary works;
- Increase of noise and vibration;
- Tree removal; and,
- Cycle parking.

4.1.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk. Detailed responses to the issues raised by this submission have been provided in Section 2.3 of this report.

4.2 02- Kathleen O' Reilly

4.2.1 Submission- Palmers Lawn/ Palmers Drive/ Palmers Court/ Palmers Walk

This submission raised the following issues:

- Clarification on proposed boundary works;
- Increase of noise and vibration;
- Tree removal; and,
- Cycle parking.

4.2.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk. Detailed responses to the issues raised by this submission have been provided in Section 2.3 of this report.

4.3 03- Our Lady of the Assumption Parish (CPO-20)

4.3.1 Submission- Kylemore Road

This submission raised the following issues:

- Uncertainty surrounding land ownership;
- The submission shared their uncertainty surrounding the land ownership of the CPO and whether the land was owned by Dublin City Council or St Laurence O'Toole Diocesan Trust;
- Concerned about access for those with reduced mobility;

- The submission raised their concerns regarding the how the Proposed Scheme effects the access to church (pedestrian and vehicle) - Health and Safety impact of access proposals (particularly vulnerable and elderly);
- The loss of vehicle access will impede funerals and other daily activities of the church; and,
- Concerned that the signalised junction will have a negative effect on traffic in the area.

4.3.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in relation to the Proposed Scheme at individual locations, a submission was also made in response to the CPO relating to the proposed acquisition of land. Detailed responses to the issues raised by this submission have been provided in Section 2.7.2 of this report.

4.4 04- Patrick Brien (CPO-23)

4.4.1 Submission- The Steeples

This submission raised the following issue:

- Concerned about the loss of amenity space and the devaluation of the property

4.4.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made by residents in relation to the Proposed Scheme at individual properties, a submission was also made in response to the CPO relating to the proposed acquisition of land. Detailed responses to the issues raised by this submission have been provided in Section 2.7.3 of this report.

4.5 05- Karen Maguire

4.5.1 Submission- Palmers Lawn/ Palmers Drive/ Palmers Court/ Palmers Walk

This submission raised the following issues:

- Clarification on proposed boundary works;
- Increase of noise and vibration;
- Tree removal; and,
- Cycle parking.

4.5.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk. Detailed responses to the issues raised by this submission have been provided in Section 2.3 of this report.

4.6 06- Inland Fisheries Ireland

4.6.1 Submission- Whole Scheme

This submission outlines observations and recommendations related to fisheries which the Proposed Scheme will interact with.

4.6.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Whole Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.6.2 of this report.

4.7 07- St. James's Hospital (CPO-18)

4.7.1 Submission- Mount Brown/ James's Street

This submission raised the following issues:

- Concerned that access to the St. James's Hospital Energy Centre will be compromised or disrupted;
- Access to the National Children's Hospital should be maintained throughout the duration of the works;
- Concerned about antisocial behaviour with the footpath being closer to the Energy Centre and requests that additional security railings are installed; and,
- Restriction of through traffic from St. James's Hospital to the National Children's Hospital precents rat running through the campus.

4.7.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in relation to the Proposed Scheme at individual locations, a submission was also made in response to the CPO relating to the proposed acquisition of land. Detailed responses to the issues raised by this submission have been provided in Section 2.7.4 of this report.

4.8 08- South Dublin County Council

4.8.1 Submission- Whole Scheme

This submission raised issues, observations and clarifications under the following topics:

- Active Travel comments: minor junction details raised by the active travel team relating to the pedestrian and cyclist facilities;
- Planning Department comments: minor planning details raised by the planning travel team predominately relating to future developments and active travel measures;
- Roads maintenance comments – relating to integrating kerbs and paving material;
- Traffic and Transportation comments – relating to Construction Management and Traffic Management Plans and the delivery of the Lucan Luas extension; and
- Economic development comments – relating to further discussion required on the exact land parcels required to assist with the scheme.

4.8.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Whole Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.6.3 of this report.

4.9 09- Department of Housing, Local Government and Heritage

4.9.1 Submission- Whole Scheme

This submission raised the following issues:

- Nature Conservation - clearance of trees and shrubs; and,
- Nature Conservation - surface water pollution.

4.9.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Whole Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.6.4 of this report.

4.10 10- Ballymore Group (1)

4.10.1 Submission- Other Specific Locations, St James's gate Development

This submission is generally supportive of the scheme, but outlines amendments relating to the following:

- Access;
- Footpath widening;
- Set down location;
- Bus stop relocation; and,
- Dublin Bike stand relocation.

4.10.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the James's Street / Thomas Street / Cornmarket area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.3 of this report.

4.11 11- Ballymore Group (2)

4.11.1 Submission- Other Specific Locations, St James's gate Development

This submission is a duplicate of the submission above (10 – Ballymore Group (1)). Response to Submission.

4.11.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the James's Street / Thomas Street / Cornmarket area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.3 of this report.

4.12 12 - Lauren Tuite

4.12.1 Submission- Sarsfield Road/ Grattan Crescent/ Emmet Road

This submission raised the following issues:

- Cycle Parking Removal;
- Street trees and planter removal;

- Footpath Treatment;
- Cycle Infrastructure
- Fit with Policy; and,
- Lighting Proposal.

4.12.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Sarsfield Road/ Grattan Crescent/ Emmet Road area. Detailed responses to the issues raised by this submission have been provided in Section 2.42.2.3 of this report.

4.13 13 - Kevin Baker

4.13.1 Submission- Submission- Sarsfield Road/ Grattan Crescent/ Emmet Road

This submission raised the following issues:

- Cycle Parking Removal;
- Street trees and planter removal; and
- Retaining or re-using the granite kerbing Sarsfield Road.

4.13.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Sarsfield Road/ Grattan Crescent/ Emmet Road area. Detailed responses to the issues raised by this submission have been provided in Section 2.42.2.3 of this report.

4.14 14 - Dublin Cycling Campaign

4.14.1 Submission- Whole Scheme

This submission supports the Proposed scheme, and requests minor modifications to the Scheme design. The submission raises the following points:

- Advocate/ support for the Proposed Scheme;
- Alternative Junction Design; and
- Proposed Cycling Infrastructure.

4.14.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Whole Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.6.5 of this report.

4.15 15- Aidan Quigley

4.15.1 Submission- James's Street / Thomas Street / Cornmarket

This submission raised the following issues:

- Air pollution;
- Noise pollution;

- Privacy concerns;
- Safety and security concerns; and,
- Loss of property value.

4.15.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the James's Street / Thomas Street / Cornmarket area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.2.4 of this report.

4.16 16- Jean Early

4.16.1 Submission- Ceannt Fort / Mount Brown / James's Street

This submission raised the following issues:

- Implications of the proposed Bus Gates for local residents;
- Implications of the proposed Bus Gates on St James's Hospital egress;
- Bus Capacity;
- Implications of the New Children's Hospital planning application;
- Reflections on traffic data;
- Issues with Drawings;
- Parking loss; and,
- Ceannt Fort's Architectural Conservation Area status.

The submission also requests an Oral Hearing from the Board.

4.16.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Ceannt Fort / Mount Brown / James's Street area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.1 of this report.

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

4.17 17- Helen Conlon

4.17.1 Submission- Ceannt Fort / Mount Brown / James's Street

This submission raised the following issue:

- Implication of the proposed Bus Gates for local residents.

The submission also requests an Oral Hearing from the Board.

4.17.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Ceannt Fort / Mount Brown / James's Street area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.1 of this report.

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

4.18 18- Rita and George Ray and Others

4.18.1 Submission- Ceannt Fort/ Mount Brown/ James's Street

This submission was made on behalf of 15 residents along the Proposed Scheme and raised the following issues:

- Implication of the proposed Bus Gates for local residents; and,
- Implication of the New Children's Hospital planning application.

4.18.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Ceannt Fort / Mount Brown / James's Street area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.1 of this report.

4.19 19- Tesco Ireland Ltd. (CPO-24)

4.19.1 Submission- Various

The submission welcomes the proposed investment and expresses the view that the wider BusConnects scheme will greatly improve the way in which Dublin City and its suburbs function. In respect of the Proposed Scheme, it makes observations relating to:

- Network improvements at the Fonthill (Liffey Valley Shopping Centre) store;
- Access to the Ballyfermot Road store; and
- Removal of the loading bay at Thomas Street.

4.19.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to various locations along the Proposed Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.5.2 of this report.

4.20 20- Land Development Agency

4.20.1 Submission- James's Street/ Thomas Street/ Cornmarket

The submission welcomes the improved public transport, cycle infrastructure and public realm associated with the Proposed Scheme. It notes that the Land Development Agency are currently preparing a masterplan for the Digital Hub lands located to the north and south of Thomas Street.

The submission further requests the following considerations:

- Enhancing permeability for pedestrians and cyclists across Thomas Street; and,
- Inclusion of condition.

4.20.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the James's Street / Thomas Street / Cornmarket area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.2.42.2.5 of this report.

4.21 21- Heather Iland

4.21.1 Submission- Ceannt Fort / Mount Brown / James's Street

This submission raised the following issues:

- Implications of the proposed Bus Gates on local residents; and,
- Ceannt Fort's Architectural Conservation Area status.

The submission also requests an Oral Hearing from the Board.

4.21.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Ceannt Fort / Mount Brown / James's Street area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.1 of this report.

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

4.22 Noel Corr

4.22.1 Submission- Palmers Lawn/ Palmers Drive/ Palmers Court/ Palmers Walk

This submission raised the following issues:

- Clarification on proposed boundary works;
- Increase in noise and vibration;
- Tree removal;
- Potential for increase in antisocial behaviour; and,
- Drainage attenuation measure.

4.22.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect Palmers Lawn / Palmers Drive / Palmers Court / Palmers Walk. Detailed responses to the issues raised by this submission have been provided in Section 2.3 of this report.

4.23 23- Dublin Commuter Coalition

4.23.1 Submission- Whole Scheme

This submission shows general support for the Proposed scheme and raised the following points:

- Advocate / support for the Proposed Scheme
- Enforcement;
- Bus lanes / gate:
- Junction Design;
- Pedestrian Crossings;
- Bus stop design;
- Cycle Parking; and
- Fonthill Road.

4.23.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Whole Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.6.6 of this report.

4.24 24- General Paints Group

4.24.1 Submission- James's Street/ Thomas Street/ Cornmarket

This submission raised the following issue:

- Loss of parking.

4.24.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the James's Street / Thomas Street / Cornmarket area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.2.42.2.5 of this report.

4.25 25- Brendan Heneghan

4.25.1 Submission- Whole Scheme

This submission raised the following issues:

- Bus Gate at St James's Hospital;
- Time savings reported;
- Construction; and,
- Consultation process.

4.25.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Whole Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.6.7 of this report.

4.26 26- Máire Devine & Angus O Snodaigh TD

4.26.1 Submission- Ceannt Fort/ Mount Brown/ James's Street

This submission raised the following issues:

- Implication of the proposed Bus Gates on St James's Hospital egress;
- Tree removal;
- Reflections on traffic data;
- No alternative routes/ no consideration of impact on existing routes considered;
- Implication of the proposed Bus Gates on local residents;
- Ceannt Fort's Architectural Conservation Area status; and
- Parking loss.

The submission also requests an Oral Hearing from the Board.

4.26.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the James's Street / Thomas Street / Cornmarket area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.2.42.2.5 of this report.

The NTA notes the request for an Oral Hearing which will be a matter for An Bord Pleanála to decide.

4.27 27- Nigel and Emer Buchalter

4.27.1 Submission- Ceannt Fort/ Mount Brown/ James's Street

This submission raised the following issues:

- Implications of proposed Bus Gates on local residents;
- No consideration of impact on existing routes considered; and,

4.27.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Ceannt Fort / Mount Brown / James's Street area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.1 of this report.

4.28 28- Liam Willoughby

4.28.1 Submission- Ceannt Fort/ Mount Brown/ James's Street

This submission raised the following issues:

- Implications of proposed Bus Gates on local residents;
- Ceannt Fort's Architectural Conservation Area status; and,

4.28.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to the Ceannt Fort / Mount Brown / James's Street area. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.1 of this report.

4.29 29- Kilmainham Inchicore Network

4.29.1 Submission- Various

The submission notes the intention of the scheme to deliver a sustainable public transport system . It makes observations relating to:

- Public realm / landscaping improvements proposals;
- Cycle infrastructure proposals;
- Pedestrian infrastructure proposals;
- Bus infrastructure proposals;
- Links to future development;
- Traffic implications / modelling of the Proposed Scheme;
- Residents along the Proposed Scheme;
- Flooding implications
- Proposed speed limits; and
- Architectural heritage documents.

4.29.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in respect to various locations along the Proposed Scheme. Detailed responses to the issues raised by this submission have been provided in Section 2.2.32.5.3 of this report.

4.30 30 – Gallagher Family and Others (CPO-06)

4.30.1 Submission

This submission raised the following issues:

- Outdated Mapping;
- Restriction of access;
- Bus Stop Location; and
- Removal of Pedestrian Crossing.

4.30.2 Response to Submission

This submission is listed in Table 1.4 in Section 1.2 of this report as being one of the submissions made in relation to the Proposed Scheme at individual locations, a submission was also made in response to the CPO relating to the proposed acquisition of land. Detailed responses to the issues raised by this submission have been provided in Section 2.7.5 of this report.