

**Appendix B2** Finglas  
to Phibsborough  
Core Bus Corridor –  
1st Non-Statutory  
Public Consultation  
Submission Report

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 4 - Finglas to Phibsborough

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

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

**BUS  
CONNECTS**  
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

## Table of Contents

Executive Summary.....	3.
Introduction .....	8
Approach to Assessing the Submission.....	9
Analysis of Issues Raised by Section .....	9
Profile of those making submissions .....	10
Themes Raised in the Submissions .....	11
Summary of the Issues Raised.....	12
APPENDIX A: SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE .....	16

# 1. Executive Summary

## 1.1 Objective of the Scheme

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

This report focuses on the Core Bus Corridor which runs from Finglas to Phibsborough (Route 4).

## 1.2 Purpose of the Non-Statutory Public Consultation

The purpose of the non-statutory public consultation is to understand the public's initial reaction to the conceptual proposals, before those proposals are refined and further developed for the formal statutory planning process.

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

### ***Third and last phase of the Core Bus Corridor project launched***

*The National Transport Authority has today announced details of the third phase of the BusConnects Core Bus Corridor project with the unveiling of the final six of the sixteen routes that are earmarked for development.*

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

*Bus services provide the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the rollout of the Core Bus Corridor project.*

*The first phase of the public consultations commenced in November 2018 with the second phase started in January 2019. The latest public consultation for phase three is commencing today on the Emerging Preferred Routes for the following six corridors:*

- Ballymun to the City Centre (Option A & B)
- **Finglas to Phibsborough**
- Bray to the City Centre
- UCD Ballsbridge to the City Centre
- Blackrock to Merrion
- Ringsend to the City Centre

*All property owners potentially affected by today's announcement have been notified by post with one-to-one meetings being offered in the coming weeks with those potentially impacted. The public consultation will run until the 30<sup>th</sup> April 2019.*

*On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by 18% in the period 2015 to 2018. However, the millions of passenger journeys taking place on each of these corridors are facing increasing congestion with delays being frequently experienced by commuters.*

*In launching the public consultation, Anne Graham, CEO of the NTA said: "Today marks the launch of the last in a three-step process of public consultation with the details of the Emerging Preferred Routes being unveiled for the final six Core Bus Corridors.*

*"In recent days, the NTA has notified the up to 390 property owners along the final six routes who may be potentially affected by the Emerging Preferred Routes and offered one-to-one meetings to discuss the proposals and listen directly to their feedback. We would also encourage property owners to engage in the consultation process that is underway until the 30<sup>th</sup> April so we can look at the issues they wish to see addressed.*

*"Throughout the development of this project, we are committed to deepening engagement with communities along each of the sixteen routes and the up to 1,470 property owners potentially impacted by the project. That is why we have been holding public information events in recent weeks and will hold similar such events for phase 3 in the next two months.*

*"It has been encouraging to see the high level of engagement that we have witnessed as part of the consultation process. Through feedback and observations, we have already suggested a number of solutions including an alternative layout at Santry on the Swords to City Centre route.*

*"At the NTA, we are eager to hear the concerns of all those potentially impacted and ensure they are updated at every step of the project. The Community Forums rolled out in recent weeks allow a continuous two-way dialogue with community leaders, residents' associations, special interest groups and public representatives. The dates of the forums for phase three corridors will be finalised very shortly.*

*“With the city due to grow by 25% and congestion one of the most significant challenges facing the Dublin region, the BusConnects Core Bus Corridor project is needed now more than ever. Through the development of continuous bus priority and segregated cycle lanes we can meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists.”*

### **1.3 Public Consultation Process for BusConnects**

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

Phase 1: 14<sup>th</sup> November 2018 to 29<sup>th</sup> March 2019

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

Phase 2: 23<sup>rd</sup> January 2019 to 30<sup>th</sup> April 2019

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

Phase 3: 26<sup>th</sup> February 2019 to 31<sup>st</sup> May 2019

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

The location of each of the emerging preferred routes can be seen below in Figure 1.



Figure 1: Radial Core Bus Corridors

## 1.4 Information Provided in Public Consultation

The Public Consultation document provided is available in the BusConnects website:  
<https://www.busconnects.ie/media/1474/busconnects-cbc4-finglas-to-phibsborough-180219-fa-web.pdf>

Additional information was provided on the National Transport Authority website including:

- Finglas to Phibsborough Document 1
- Charlestown to Finglas - Final
- Finglas to City Centre Core Bus Corridor Main report
- Tyrrelstown to Phibsborough - Final

### **1.5 Submissions Received:**

Submissions were received from 30 separate parties for the Finglas Corridor, ranging from personal submissions from residents and commuters to various associations and private sector businesses. In a small number of cases people made several submissions so that the overall total received was 33.

### **1.6 Principal Issues Raised:**

The submissions cover a wide spectrum of views. Most of the views raised concerns about the scheme, or elements thereof. Some of the submissions were positively supportive of the scheme; some had only qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

The issues raised included:

- 1) Impacts on trees;
- 2) Environmental Issues;
- 3) Cycle Route;
- 4) Traffic and Access;
- 5) Pedestrian safety and convenience;
- 6) Bus Stops/Bus Routes/Bus Frequency;
- 7) Parking;
- 8) Suggestions;
- 9) Land Acquisition / CPO concerns;
- 10) Support;
- 11) Visual Impact;
- 12) Impacts on Community; and
- 13) Traffic calming and other urban design measures.

## 2. Introduction

The public consultation for the sixteen radial core bus corridors took place on a phased basis from November 2018 until May 2019. These public consultations are the start of a detailed process of engagement and communication prior to detailed designs being finalized and planning permissions sought. Consultation on the Finglas Core Bus Corridor project commenced in February 2019 for a period of 3 months to end May 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 25<sup>th</sup> February 2019 and a one-to-one meeting was offered in each case.

A public consultation event took place on 10<sup>th</sup> of April 2019 in the The National Transport Authority office on Harcourt Lane, Dublin 2 and the 19<sup>th</sup> September 2019 in the Ballymun Axis Arts Centre.

A Community Forum event took place on 3<sup>rd</sup> of April 2019 in the Ballymun Axis Arts Centre.

Copies of the Project Information Brochure were placed in the reception of the Authority's office and the document was available for downloading from the Authority's website. The Public Consultation Document was accompanied by a number of background technical reports that were also available for public viewing.

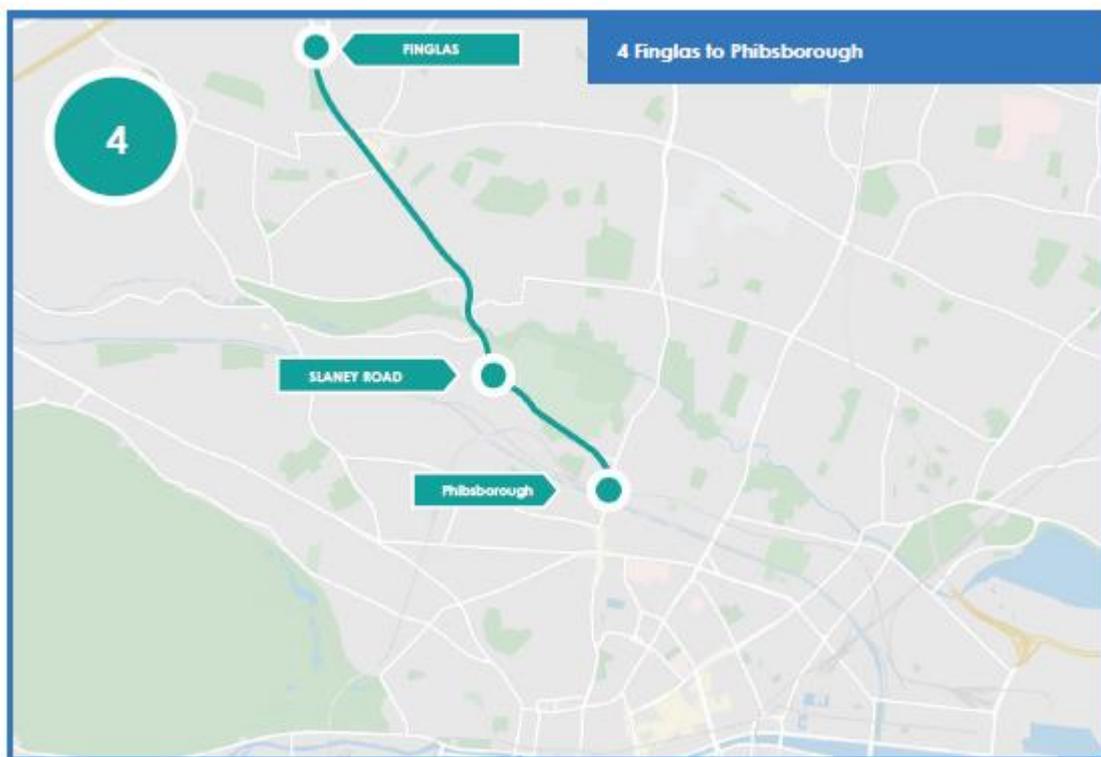
An advertisement was placed in the Irish Times on the 28<sup>th</sup> of February 2019 inviting interested parties to make a written submission by post; by email; by using a form on the Authority's website; or directly in the reception of the Authority's offices.

### 3. Assessment of the Submissions

The review of the submissions commenced by the Authority and its consultants on 18<sup>th</sup> June 2019 once the submissions were initially recorded and catalogued by the Authority. 30 submissions were received by the NTA when the consultation period closed on 31<sup>st</sup> of May 2019.

### 4. Analysis of Issues Raised by Section

The issues raised in each submission was categorised by geographical section, by issues type and comment type.

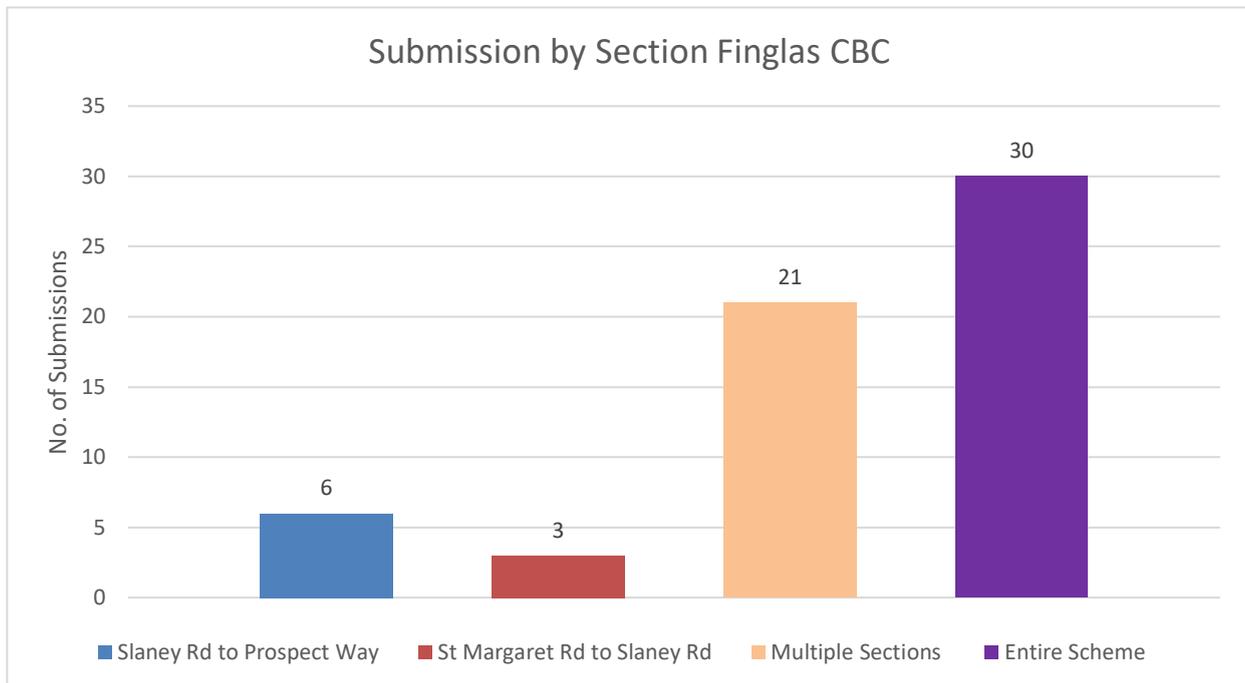


While some submission covered the whole route corridor, others concentrated on more local areas. These areas were:

- Section 1: Finglas (St Margarets Rd) to Slaney Road
- Section 2: Slaney Road to (Prospect Way) Phibsborough

There were other submissions that were general in nature and not geographically specific, related to the overall philosophy of the project, cycle routes, pedestrians and footpaths, etc., so these are categorised separately as "Multiple Sections".

The distribution of the submissions across the sections of the route and by general topic are shown in the following graph.



**Table1. Distribution of responses by Section of Route**

Section	Number of Comments	Percentage
Slaney Road to Prospect Way	6	20%
St Margaret Rd to Slaney Rd	3	10%
Multiple Sections	21	70%
<b>Total</b>	<b>30</b>	<b>100%</b>

**Table2. Number of responses per Section of Route**

## 5 Profile of those making submissions:

Of the submissions received,

- 83% were from **residents of the study area** and typically referred to local matters;
- 17% others

## 6. Themes Raised in the Submissions

All 30no.of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 6 main themes were identified during this review process.

Theme	Frequency
Accessibility/ Traffic Impact	32
Safety	1
Land Use / Economy	4
Environment	17
Social Impact	18

Appendix A provides more detail on the issues raised in each section.

## 7. Summary of the Main Issues Raised

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

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

1. Impacts on Trees;
2. Land Acquisition / CPO Concerns;
3. Environmental Impacts
4. Cycling Facilities;
5. Traffic and Access Impacts;
6. Safety of pedestrian Facilities; and
7. Reduction of car parking.

## Issue 1: Impact on Trees

The most recurrent issue raised was concerns about the removal of mature trees.

### **Response to Issue 1 – Impact on Trees**

The scheme has been revised along the Finglas Road dual carriageway to retain almost all existing trees in the median and the verges.

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

## Issue 2: Land Acquisition / CPO Concerns

Loss of parts of private gardens was raised for properties in the Hart's Corner area at the southern end of the corridor.

### **Response to Issue 2 – Land Acquisition / CPO Concerns**

The scheme has been revised to reduce the requirement for road widening along Finglas Road south of Glasnevin Cemetery. There will now be significantly less encroachment onto private properties along the corridor overall; and there will be a significant reduction in the number of private gardens affected for the properties in the Harts Corner area.

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. The precise land take required for this scheme can only be determined at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.

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

### Issue 3: Environmental Impacts

Concerns about increased noise and air pollution where land is proposed to be acquired from private gardens.

#### **Response to Issue 3 – Environmental Impacts**

The scheme has been revised to reduce the requirement for road widening along Finglas Road south of Glasnevin Cemetery. There will now be significantly less encroachment onto private properties along the corridor overall.

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

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for noise and air pollution generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

### Issue 4: Cycling Facilities

A number of concerns were raised about the adequacy of the cycling facilities proposed. There was a desire for fully segregation and improved continuity of cycle tracks along the corridor, particularly at Hart's corner. The submissions also queried proposals for cycling infrastructure beyond the corridor, between Charlestown and Finglas village.

A request was made to provide additional bicycle parking spaces and/or the potential for the provision of a Dublin bike station outside Glasnevin museum. Submissions were received requesting that cycle lanes and bus lanes should be painted a different colour to traffic lanes to distinguish them. It was also suggested that junctions should include separate bicycle traffic lights with an advance green for bikes.

#### **Response to Issue 4 – Cycling Facilities**

The design of the Finglas CBC has been revised to ensure that the proposed corridor will have segregated cycling facilities along the full length. A two-way segregated cycle facility is now proposed for cyclists to bypass the one way traffic system at Hart's corner.

The Finglas to Phibsborough CBC commences on the Finglas Road at the junction with St Margaret's road. The scheme does not include any proposals cycling infrastructure beyond the corridor, between Charlestown and Finglas village.

Opposite the Glasnevin Cemetery the scheme has been amended to provide an off street car park which will include cycle parking provisions to replace the existing on street parking at this location.

### **Issue 5: Traffic and Access Impacts**

A number of the submissions raised concerns about congestion at Hart's corner. There were also local issues raised in relation to accesses along the route at Premier Square and St. Philomena's Road, as well as accesses to driveways in general. Concerns were expressed about where road widening has been proposed.

#### **Response to Issue 5 – Traffic and Access Impacts**

The scheme has been revised to reduce the requirement for road widening along Finglas Road south of Glasnevin Cemetery. There will now be significantly less encroachment onto private properties along the corridor overall; and there will be a significant reduction in the number of private gardens and private accesses to driveways that are affected.

There are no changes to the existing access arrangements to Premier Square and St. Philomena's Road proposed by the scheme.

As part of the next stage of the project a substantial transport and traffic modelling exercise will be undertaken to more accurately understand the implications of the proposals at both a city-wide scale as well as at individual junctions. Once these implications are more precisely defined, they will inform the next stage of design, with appropriate treatment provided to ensure that the objectives of the scheme are fulfilled while catering for the needs of all road users. The impacts of the scheme on the surrounding road network, outside of the main CBC route, will also be assessed as part of this exercise, with appropriate treatment and or mitigation measures, including turn bans, provided where necessary.

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

### **Issue 6: Safety of Pedestrian Facilities**

Various submissions requested consideration for improved pedestrian facilities at a number of locations to provide greater safety and convenience. Concerns were also raised about limiting accessibility for the elderly, mobility impaired and children.

### **Response to Issue 6 – Safety of Pedestrian Facilities**

The revised scheme proposals includes improved pedestrian facilities including shorter and more direct pedestrian road crossings at major junctions. A number of new pedestrian crossing points are provided along the scheme.

### **Issue 7: Reduction of Car Parking**

Some submissions raised concerns about loss of parking at private residences and in a few on-street locations.

### **Response to Issue 7 – Reduction of Car Parking**

The scheme has been revised to reduce the requirement for road widening along Finglas Road south of Glasnevin Cemetery. There will now be significantly less encroachment onto private properties along the corridor overall; and the scheme has been modified to avoid land-take from houses with short driveways which could have impacted parking.

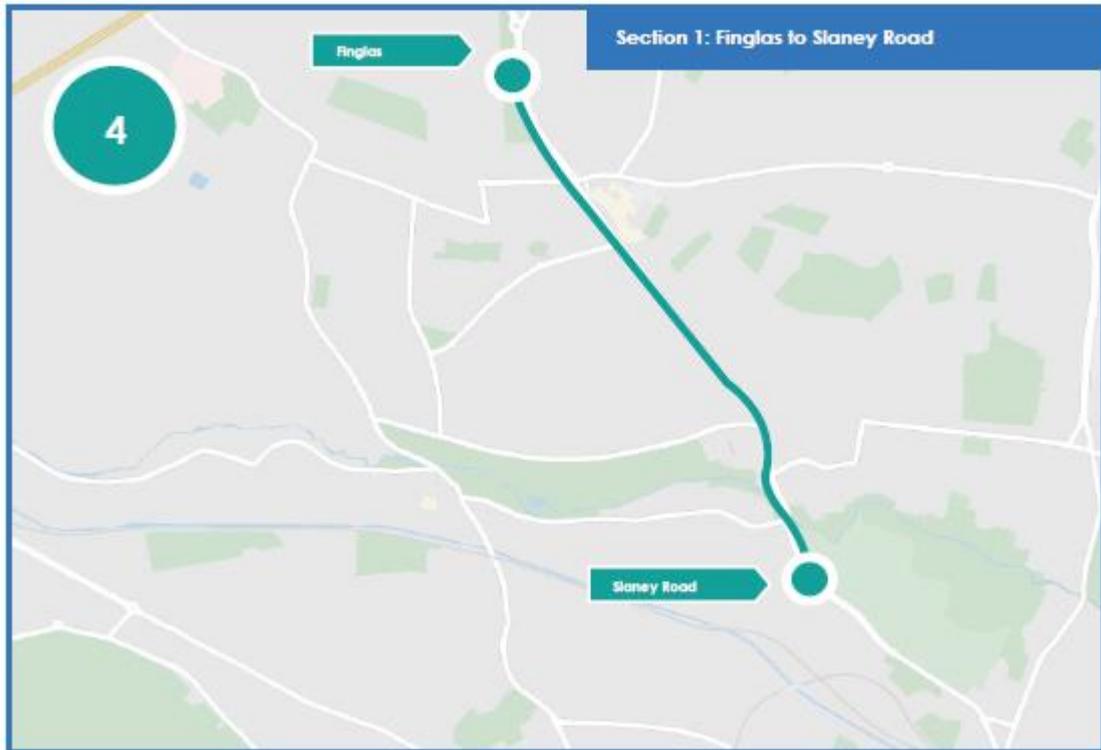
Opposite the Glasnevin Cemetery the scheme has been amended to provide an off street car park to replace the existing on street parking at this location.

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

# APPENDIX A

## SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

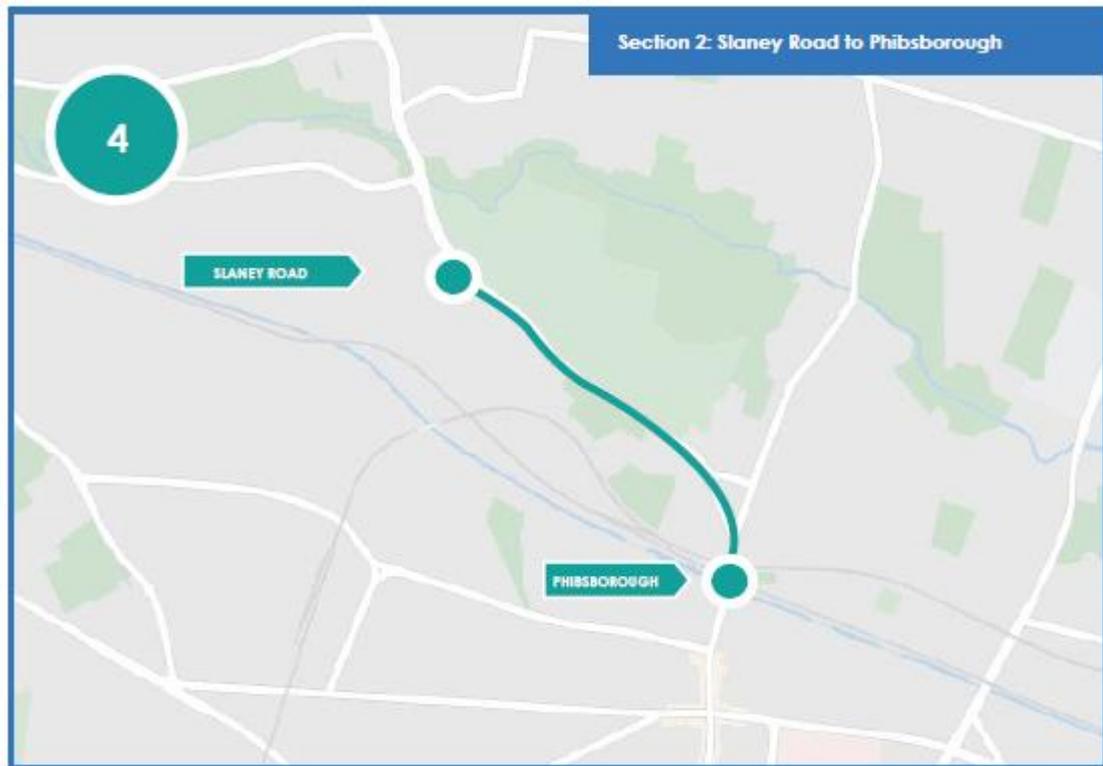
## Section 1: Finglas to Slaney Road.



The main comments raised in this area included:

- Concerns about impact of crossing facilities for cyclists and pedestrians on M50 junction 5 operation;
- Concerns about impacts on trees;
- Concerns about potential land acquisition;
- Concerns about the bus service network;
- Concerns about the cycle facilities proposed along and near the route;
- Concerns about pedestrian safety; and
- Request to remove “sheep pen” pedestrian crossings.

## Section 2: Slaney Road to Prospect Way



The main comments raised in this area included:

- Concerns on tree removal on the area and loss of green areas in gardens, with environmental, visual and community impacts;
- Concerns on loss of car parking areas, on-street or in frontage gardens to be reduced by land acquisition;
- Submission from St. Vincent school concerned on the impact of the proposed design on the school operation and aesthetics, and the construction phase impact;
- Concerns about impacts on trees;
- Concerns about the cycle facilities proposed along the route;
- Request for additional cycle parking;
- Concerns about pedestrian safety;
- Traffic and access concerns;
- Concerns about the layout of bus stops;
- Concerns about potential architectural heritage impacts; and
- Potential for traffic calming and other urban design measures at Hart's Corner

## Entire corridor

The main comments raised included:

- Disapprovals on philosophy of the design;
- Concerns about the bus service network;
- Concerns on removal of trees and impact;
- Concerns on no existence of proper environmental study;
- Concerns on safety of cyclist, pedestrians and bus stops; and
- Suggestions of providing alternative measures to reduce private car traffic: Park and ride facilities, measures to improve bus operations.



**Údarás Náisiúnta Iompair**  
National Transport Authority

National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20

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



**Project Ireland 2040**  
*Building Ireland's Future*