

## **Appendix C1**

Ballymun to City  
Centre Core Bus  
Corridor

– 2nd and 3rd  
Non-Statutory  
Public Consultation  
Submission Report

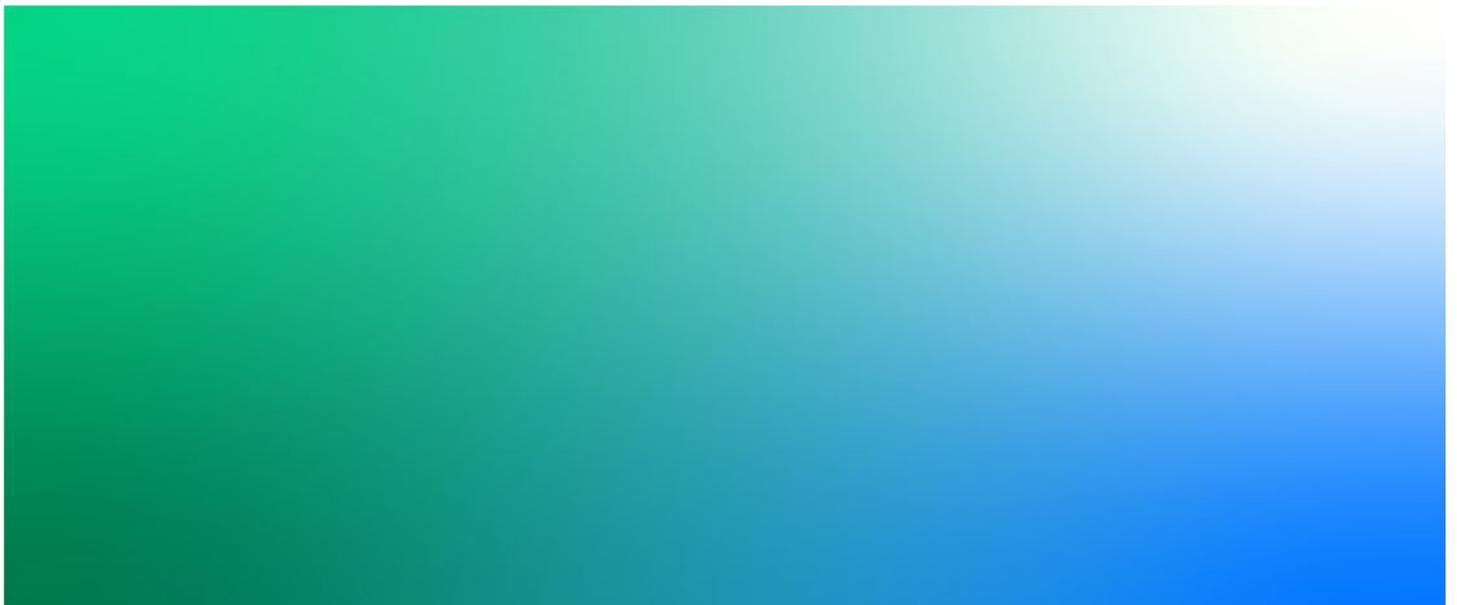


## **Ballymun to City Centre Core Bus Corridor Scheme**

### **Preferred Route Option**

## **Second and Third Non-Statutory Public Consultation Submissions Summary Report**

**February 2022**



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# 1. Executive Summary

## 1.1 Objective of the Scheme

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

The objectives are to:

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

## 1.2 Purpose of the Non-Statutory Public Consultation

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

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

*“The bus service is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus.*

*The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the roll-out of the core bus corridor project.”*

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

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

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

The following sixteen Core Bus Corridor form part of the BusConnects Infrastructure works, with the relevant corridor highlighted:

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

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



Figure 1: Radial Core Bus Corridors

### **1.3 First Non-Statutory Public Consultation**

The first round of consultations on the Emerging Preferred Route ran from 26<sup>th</sup> of February 2019 to 31<sup>st</sup> of May 2019, and the output from these consultations has gone into the ongoing scheme development. In addition, a number of community fora and localised engagement events have been held covering the whole route, and specific areas respectively.

475 submissions were received as part of the first consultation and the main issues were the following:

- 1) Environmental Issues;
- 2) Options St. Mobhi Road;
- 3) Traffic and Access Impact;
- 4) General comments and disapprovals;
- 5) Suggestions for modifications;
- 6) Impacts on Community;
- 7) Metrolink concurrency;
- 8) Safety Concerns;
- 9) Reduction of Car Parking;
- 10) Loss of Property Value and CPO concerns;
- 11) Cycle Route Concerns;
- 12) Bus lanes, stops and routes;
- 13) Pedestrian traffic, crossings and accesses;
- 14) Visual impact concerns;
- 15) Supportive messages; and
- 16) Lyndsay Road & Iona Road

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

## 1.4 Second Non-Statutory Public Consultation

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

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

23 submissions were received as part of the section public consultation. The key issues raised in the consultation were as follows:

- 1) Supportive: Many submissions welcomed the changes of the proposals since the EPR.
- 2) Dublin Airport Authority requested the CBC be extended to the airport campus.
- 3) Preference for Metrolink instead of BusConnects.
- 4) Traffic issues and side streets
- 5) Narrow footpaths & island bus stops for people with disabilities.
- 6) Transport / Cycling:
- 7) Safety at the proposed bridge under North Circular Road.
- 8) Removal of trees
- 9) Flood risk at Botanic Avenue / Botanic Road junction.
- 10) Impact for Phibsborough Shopping Centre.
- 11) Consultation process.

## 1.5 Third Non-Statutory Public Consultation

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

The consultation period remained open until 16<sup>th</sup> of December 2020 and submissions were accepted by email, through the virtual consultation rooms or by post. All relevant information, including the updated Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website to view and download.

In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process.

230 submissions were received as part of the section public consultation. The key issues raised in the consultation were as follows:

- 1) Bus Stops
- 2) Pedestrians
- 3) Cycling
- 4) Traffic
- 5) Parking
- 6) Safety in general
- 7) Traffic speeds
- 8) Businesses
- 9) Trees
- 10) Property
- 11) Public Realm
- 12) Remote Consultation process
- 13) Metrolink

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

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

- 728 submissions received.
- 2 community forums held.
- Several residents group meetings held.

## **2. Second Non-Statutory Public Consultation**

### **2.1 Overview**

Following the first non-statutory public consultation on the EPR, the development of a Preferred Route Option (PRO) commenced. The second non-statutory public consultation on the draft PRO for the Ballymun to City Centre Core Bus Corridor ran between 4<sup>th</sup> of March 2020 and 17<sup>th</sup> of April 2020.

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

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

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

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

### **2.2 Information Provided in Second Non-Statutory Public Consultation**

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

The CBC Information Brochure was available for downloading from the National Transport Authority's (NTA's) BusConnects website, and hard copies could be sent by post on request, or for pickup at the NTA Office reception. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Non-Statutory Public Consultation documentation provided information about the process and investigations carried out as part of the BusConnects CBC Infrastructure Works. Additional information was provided on the official BusConnects website as follows:

- Information Brochure for the Preferred Route
- Ballymun to City Centre CBC Drawings
- Ballymun to City Centre CBC Addendum Report for St. Mobhi Road
- Ballymun to City Centre Feasibility and Options Assessment Report
- Ballymun to City Centre Preliminary Safety & Health Plan

### **2.3 Approach to Assessing the Submissions**

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received 23 submissions for the Ballymun to City Centre CBC PRO from 4<sup>th</sup> of March 2020 until 17<sup>th</sup> of April 2020. These submissions ranged from individual submissions by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations, and private sector businesses. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

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

## 2.4 Analysis of Issues Raised by Section

The Core Bus Corridor was divided into 4 sections, and the issues raised in each submission were categorised in a database by geographical section, by issue type and comment type.

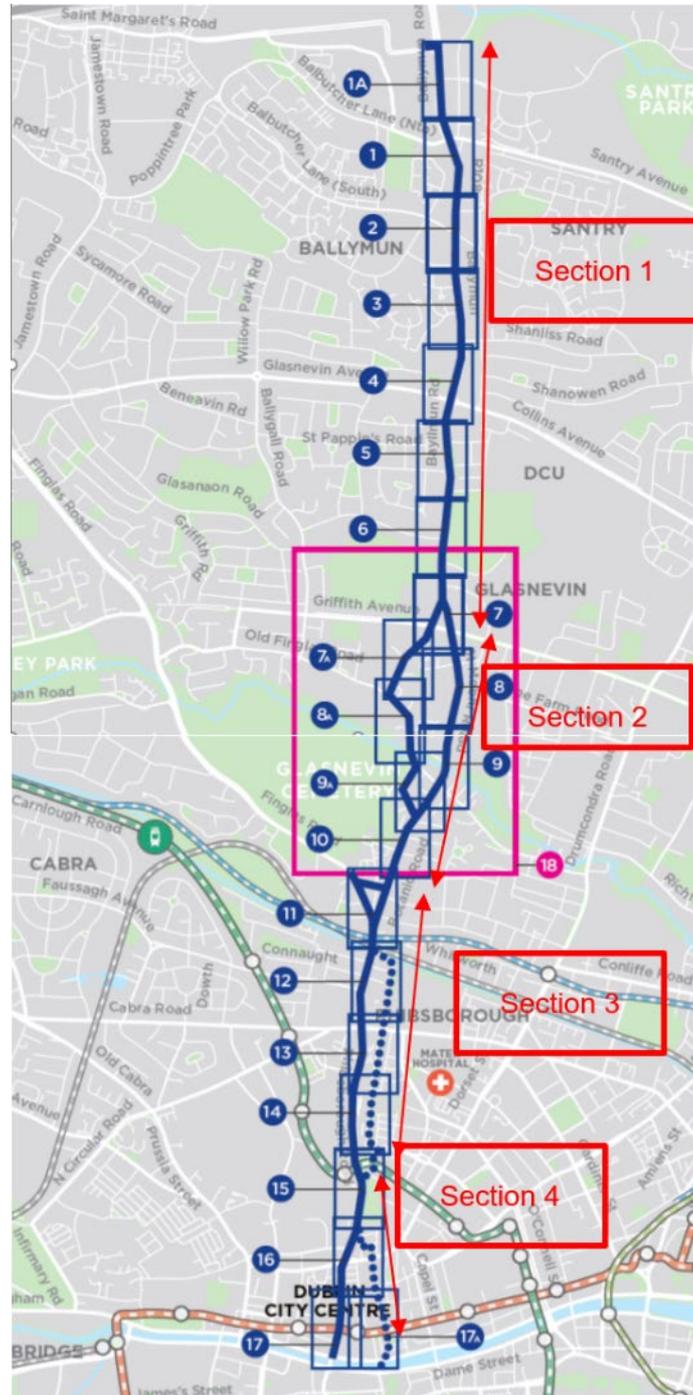


Figure 2 - Route Sections for the Ballymun to City Centre CBC

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

- Section 1: St. Margaret’s Road to Griffith Avenue
- Section 2: Glasnevin / St. Mobhi Road / Hart’s Corner
- Section 3: Phibsborough
- Section 4: Western Way to the River Liffey quays.

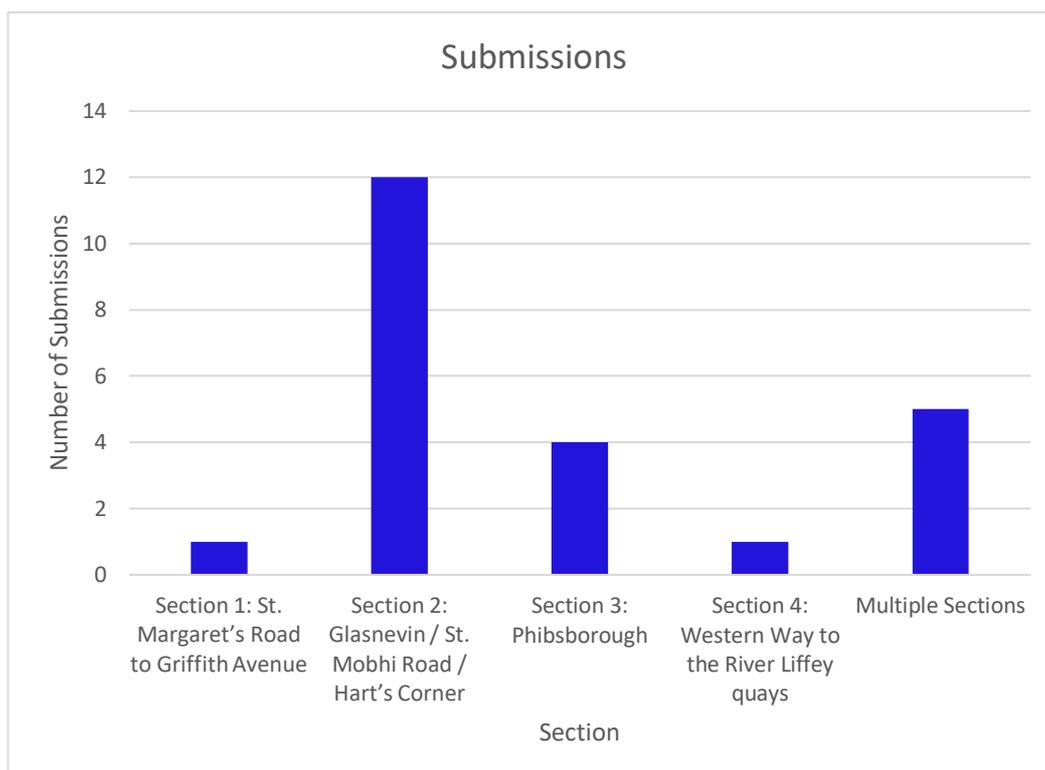


Figure 3 - Number of Submissions per Section of Route – Ballymun to City Centre CBC

Table 1 - Submissions per Section of Route – Ballymun to City Centre CBC

	Number of Comments per Section	Percentage
Section 1: St. Margaret’s Road to Griffith Avenue	1	4%
Section 2: Glasnevin / St. Mobhi Road / Hart’s Corner	12	52%
Section 3: Phibsborough	4	17%
Section 4: Western Way to the River Liffey quays	1	4%
Multiple Sections	5	22%
<b>Total</b>	<b>23</b>	<b>100%</b>

## 2.5 Profile of those making submissions:

Of the submissions received:

- 61% were from residents of the study area or affected property owners.
- 35% from Representative Bodies.
- 4% from Public Bodies.

## 2.6 Themes Raised in the Submissions for the Second Non-Statutory Public Consultation

All of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 6 main themes were identified during this review process:

- 1) Transport
- 2) Safety
- 3) Economy
- 4) Environment
- 5) Social
- 6) Consultation Process.

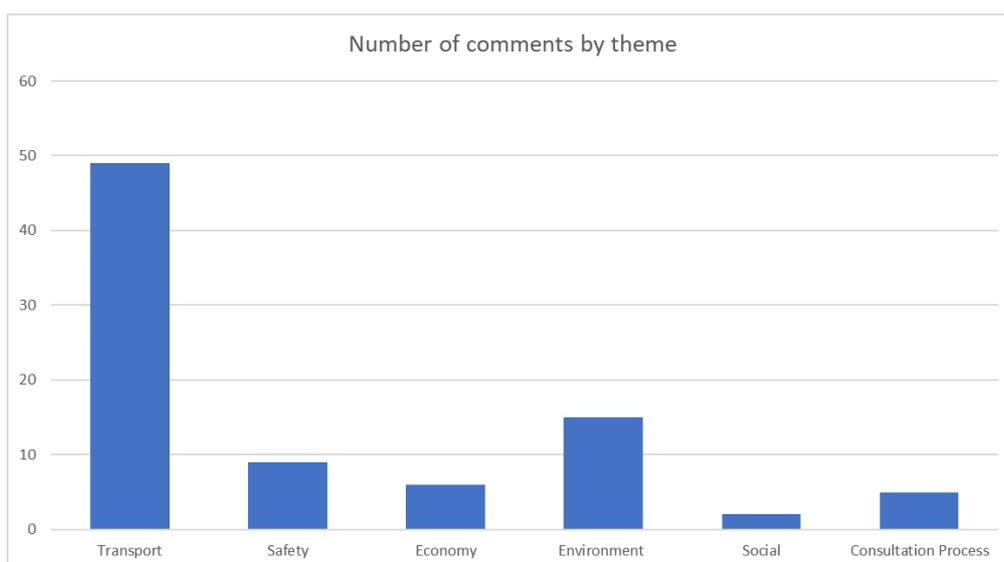


Figure 4 - Number of Comments per Theme - Ballymun to City Centre CBC

**Table 2 - Number of Comments per Theme - Ballymun to City Centre CBC**

<b>Theme</b>	<b>Frequency</b>
Transport	49
Safety	9
Economy	6
Environment	15
Social	2
Consultation Process	5

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

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

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

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

Many submissions welcomed the changes of the proposals since the EPR, while a variety of matters were raised in the submissions, and the key issues were as follows:

- 1) Dublin Airport Authority requested the CBC be extended to the airport campus.
- 2) Preference for Metrolink instead of BusConnects.
- 3) Traffic issues and side streets
- 4) Island bus stops for people with disabilities.
- 5) Cycling facilities.
- 6) Safety at the proposed bridge under North Circular Road.
- 7) Removal of trees
- 8) Flood risk at Botanic Avenue / Botanic Road junction.
- 9) Impact for Phibsborough Shopping Centre.
- 10) Consultation process.

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

**Issue 1: Request for the CBC be extended to the Dublin Airport campus.**

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

*Dublin Airport will be served by the proposed MetroLink as the primary public transport service. At present the BusConnects Spine E bus services will terminate at Northwood at the northern end. In this context it would not be appropriate for the Ballymun Core Bus Corridor to be extended further north.*

**Issue 2: Preference for Metrolink instead of BusConnects.**

A preference to delay the proposed bus corridor until Metrolink is operational.

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

This issue is outside the scope for consideration in the BusConnects Infrastructure Development projects and relates to the wider public transport strategy with separate planning processes.

**Issue 3: Traffic issues and side streets.**

Some submissions raised various concerns about traffic issues including:

- Access to St. Mobhi Road properties during Bus Gate hours, and about the impact of increased traffic diverted along Glasnevin Hill.
- Traffic through Lindsay Road and Iona Road.
- Request for implementation of a 30km/h speed limit in certain places.

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

*There will be some local traffic diversions required when the proposed bus gate on St. Mobhi Road is in operation for the northbound direction. For the properties in the St. Mobhi Road area it will be necessary to divert to another route which will cause some minor inconvenience due to additional journey length and time delay.*

*Northbound through traffic will be diverted by the proposed bus gate at St. Mobhi Road onto a regional diversion route from Hart's Corner along Finglas Road and Old Finglas Road. A second diversion route for local traffic will turn left on Botanic Road to Glasnevin Hill and further west to Cremore Villas. Traffic modelling indicates that the volume of local traffic diversion is expected to be modest at Glasnevin Hill. The proposed scheme includes a range of traffic mitigation measures along this route to provide segregated cycle tracks in both directions, road narrowing to reduce traffic speeds, and additional pedestrian crossings.*

*The proposed scheme will not modify the existing traffic routes from Iona Road and Lindsay Road onto Botanic Road at Hart's Corner between Phibsborough and Drumcondra.*

*A lower 30 km/h speed limit is proposed at the busy local centres on Ballymun Main Street and in Phibsborough Village.*

*The precise impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the traffic modelling exercise, with appropriate treatment and/or mitigation measures provided where necessary. The potential residual traffic impacts of the proposed scheme have been assessed as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.*

#### **Issue 4: Island Bus Stops for people with disabilities**

Concerns were raised about the perceived danger of island bus stops for pedestrians with disabilities.

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

*Island bus stops are proposed along the bus corridor to provide separation between cyclists and bus passengers while boarding and alighting. Suitable segregation is provided between the movements of pedestrians and cyclists at bus stops with appropriate priority for pedestrians to cross the cycle track.*

#### **Issue 5: Cycling Facilities**

Various queries and requests were made about the proposed cycling facilities as follows:

- Why is the cycle route not provided along Walsh Road instead of St. Mobhi Road?
- Concerns about the safety of the proposed design for cyclists at junctions and bus stops.
- Request to segregate pedestrian traffic and cycle traffic at the road crossings on Prospect Way.
- Request to provide priority to cycle traffic at Dominick Street Upper.
- Proposal to modify the proposed Markets Cycle Route to run along Greek Street and to O'Donovan Rossa bridge, instead of St. Michan's Street and Ormond Square.
- Request for a cycle link to Stoneybatter.
- Request for segregated cycle tracks along Phibsborough Road and Church Street.

##### ***NTA response to Issue 5:***

*The Greater Dublin Area Cycle Network Plan includes proposals for radial secondary cycle Route 3C along Walsh Road through Drumcondra is complementary to the primary cycle Route 3A along St. Mobhi Road. It is not an alternative to Route 3A and would not serve the catchment area of Ballymun to the north of Collins Avenue.*

*The junctions have been designed to provide suitable protections for cyclists from turning vehicular traffic. At bus stops narrow cycle tracks will be provided to bypass the boarding and alighting areas in an arrangement that will be safe for both pedestrians and cyclists.*

*The design of the junctions at Prospect Way was further developed to provide suitable segregation arrangements for the proposed two-way cycle track alongside the pedestrian crossings.*

*At Dominick Street the cycle route from Royal Canal Bank to Constitution Hill will cross the LUAS Green Line tram tracks at signal crossing beside an existing pedestrian crossing. The cycle track will have priority over general traffic at the adjoining crossing of the left-turn into the one-way southbound section of Dominick Street.*

*The proposed scheme includes a more suitable route for cyclists through the Markets Area one block east of the route as shown in the Greater Dublin Area Cycle Network Plan that followed the busier Beresford Street and Greek Street.*

*A cycle route link from Church Street to Stoneybatter is separately proposed as part of the future development of the cycle network in the western part of the city centre.*

*Cycle tracks cannot be accommodated along Phibsborough Road in combination with bus lanes due to the narrow width of the street. There will be an adjoining separate cycle route along Royal Canal Bank 100m to the east of Phibsborough Road. For local trips cyclists can share the bus lanes in the context of the proposed low speed 30 km/h environment.*

#### **Issue 6: Safety at North Circular Road Bridge**

Some submissions raised concerns on the safety for pedestrians when crossing under North Circular Road, especially at night.

##### **NTA response to Issue 6:**

*The proposed bridge under North Circular Road in Phibsborough will have a wide span to maximise visibility for pedestrians and cyclists and to avoid a tunnel effect. Because of the general busyness of pedestrians and cyclists in this urban village centre location there will be a large degree of passive surveillance which should deter anti-social activity. The alternative route to cross the street at a traffic signal will remain available for people to avoid the bridge if they wish.*

#### **Issue 7: Trees**

Some submissions raised concerns on the loss of trees in the proposed design at various places but mainly in Section 2 along St. Mobhi Road in Glasnevin.

##### **NTA response to Issue 7:**

*One of the options for St. Mobhi Road as outlined in the EPR would have entailed the removal of many trees along the street, which continued to attract concern in this consultation. In the PRO the option that was selected will have very limited impact for street trees along that street.*

*There will be very few existing street trees removed where necessary for the improved bus corridor. Replacement trees will be planted to ensure no net reduction in the overall number of trees along the route.*

*The removal of trees along the route has been minimised where possible and a significant number of new and replacement trees will be planted as part of the project.*

*The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process for the application for consent for the proposed scheme. These impacts will be considered by An Bord Pleanála in their assessment of the proposed scheme.*

### **Issue 8: Flooding**

Concerns were raised about increased risk of flooding in the River Tolka due an increase in the impermeable area as a result of the road widening.

#### **NTA response to Issue 8:**

*The BusConnects proposals will not increase risk of flooding as only very limited localised road widening is proposed that would increase impermeable areas, for which appropriate attenuation will be provided in the surface water drainage system.*

### **Issue 9: Phibsborough Shopping Centre**

Concerns by the impact for the development plans for Phibsborough Shopping Centre.

#### **NTA response to Issue 9:**

*Any potential impacts for businesses have been assessed in the Environmental Impact Assessment.*

*Direct discussions have taken place with the owners of the Phibsborough Shopping Centre in relation to the impact of the proposed road widening on Phibsborough Road. This widening is necessary to provide a continuous bus lane in the southbound direction where there is none at present.*

*The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process for the application for consent for the proposed scheme. These impacts will be considered by An Bord Pleanála in their assessment of the proposed scheme.*

### **Issue 10: Consultation Process**

Some protests about the Public consultation process being held during the pandemic situation

#### **NTA response to Issue 10:**

*A Third Non-Statutory Public Consultation process was arranged for late 2020 to enable further engagement by the public following the general disruption caused by the COVID-19 Pandemic and lockdown on public movements that occurred during Non-Statutory Public Consultation No.2 in March and April 2020.*

## **3. Third Non-Statutory Public Consultation**

### **3.1 Overview**

The third public consultation on the updated draft Preferred Route Option for the Ballymun to City Centre CBC ran between 4<sup>th</sup> of November 2020 and 16<sup>th</sup> of December 2020.

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

Copies of the Core Bus Corridor Preferred Route Option consultation brochure were available to the public at the Public Information Events, could be sent by post on request 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 Preferred Route consultation brochure. Submissions could be made by post; by email; or by hand-delivery directly in the reception of the Authority's offices.

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

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

### **3.2 Information Provided in Third Non-Statutory Public Consultation**

Due to the continuing Covid-19 pandemic and associated Government restrictions, the third 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, if any, since the previous rounds of public consultation as well as other supporting documents.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website and in the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

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

Additional information was provided on the official BusConnects website as follows:

- Updated Scheme Information Brochure
- Draft Preferred Option Report
- Proposed Approach to Environmental Assessment
- Draft Transport Modelling Report

### 3.3 Approach to Assessing the Submission

There were 230 submissions (one repeated) received in the third round of public consultation relating to the Ballymun to City Centre CBC. These submissions came from individual residents and local interest groups.

Also, 135 submissions with general comments regarding all the BusConnects Programme were assessed.

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

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

### 3.4 Analysis of Issues Raised by Section

The Ballymun to City Centre CBC was divided into five sections as described earlier for the second consultation, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type.

The section attracting the most comments was Section 3 - Phibsborough, representing 61% of all comments. These comments were primarily focused on requests to reduce the number of lanes along Phibsborough Road and provide cycle facilities. Several Representative entities made submissions in this regard.

Figure 5 and Table 3 show the distribution of the submissions across the various sections of the Route. Certain submissions referred to multiple sections along the Route, which is why the total number reported in the tables above is greater than the total number of responses received.

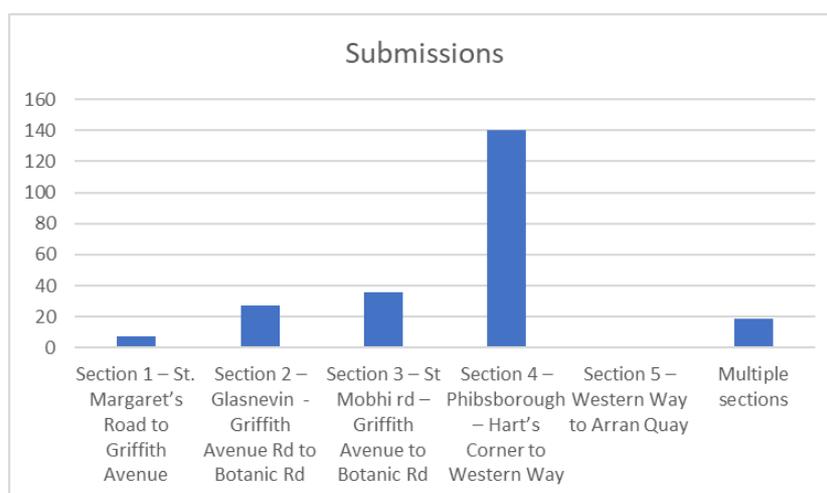


Figure 5 - Distribution of Submissions by Section of Route – Ballymun to City Centre CBC

**Table 3 - Submissions per Section of Route – Ballymun to City Centre CBC**

	<b>Number of Comments per Section</b>	<b>Percentage</b>
Section 1 – St. Margaret’s Road to Griffith Avenue	7	3%
Section 2A – St. Mobhi Road & Botanic Road	27	12%
Section 2B – Glasnevin Village	36	16%
Section 3 – Phibsborough – Hart’s Corner to Western Way	140	61%
Section 4 – Western Way to Arran Quay	1	0%
Multiple sections	19	8%
<b>Total</b>	<b>230</b>	<b>100%</b>

### 3.5 Profile of those making Submissions

Of the submissions received:

- 90% were from residents of the study area or affected property owners;
- 10% from Representative Bodies, including:
  - Berkeley Road Area Residents Association
  - Beyond the Junction
  - CLG Na Fianna Sports Ground
  - Connaught Street Residents' Association
  - Dublin Airport Authority
  - Dublin Cycling Campaign
  - Glasnevin Village Residents' Association
  - Great Western Square & District Residents' Association
  - Green Party
  - Griffith Avenue and District Residents' Association
  - Iona and District Residents' Association
  - Labour Party
  - NOMS
  - OMC (NWR) Temple Court Northwood Santry
  - Phibsborough Shopping Centre
  - Public Participation Network
  - Rothar Shop
  - Scoil Chaitríona
  - Scoil Mobhi
  - Shandon Residents Association

### 3.6 Themes Raised in the Submissions

All of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. A single submission may be categorised and summarised under multiple themes as shown in Figure 6 and Table 4.

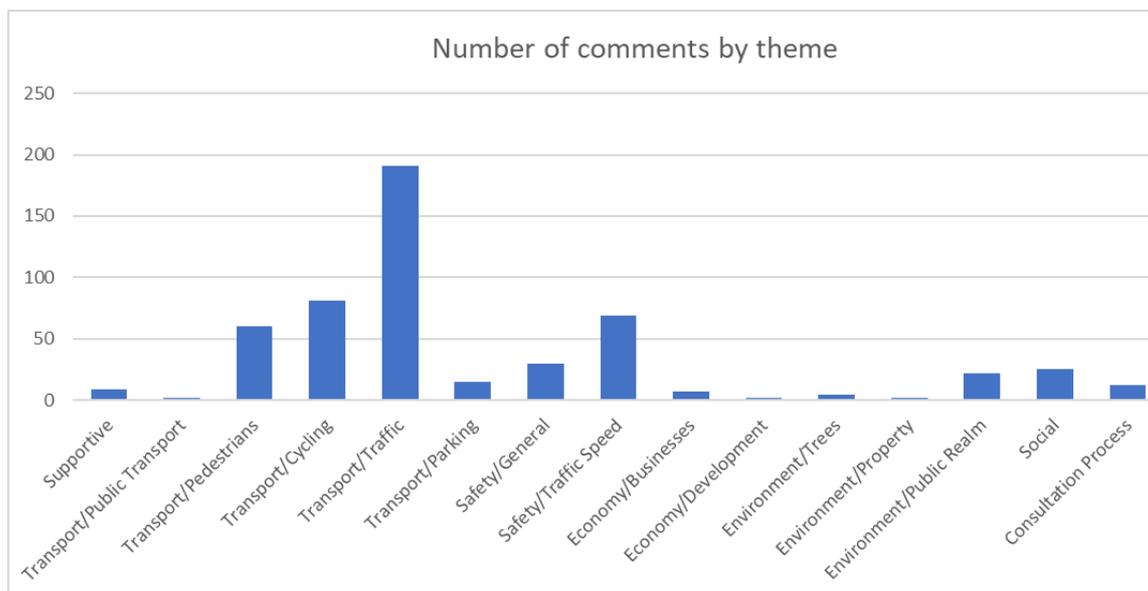


Figure 6 - Number of Comments per Theme – Ballymun to City Centre CBC

Table 4 - Number of Comments per Theme - Ballymun to City Centre CBC

Theme	Sub-Theme	Frequency
Supportive		9
Transport	Public Transport	2
	Pedestrians	60
	Cycling	81
	Traffic	191
	Parking	15
Safety	General	30
	Traffic Speed	69
Economy	Businesses	7
	Development	2
Environment	Trees	4
	Property	2
	Public Realm	22
Social		25
Consultation Process		12

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

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

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

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

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

- 1) Bus Stops
- 2) Pedestrians
- 3) Cycling Facilities
- 4) Traffic
- 5) Parking & Loading
- 6) Safety in general
- 7) Traffic speeds
- 8) Businesses
- 9) Trees
- 10) Property
- 11) Public Realm
- 12) Remote Consultation process
- 13) Metrolink

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

#### **Issue 1: Bus Stops**

A concern about proposals to move some bus stop locations on St. Mobhi Road.

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

*Bus stop locations along the scheme have been provided based on the locality to existing bus stops, pedestrian crossings and the distance between bus stops.*

## Issue 2: Pedestrians

Many submissions related to footpaths along Phibsborough Road seeking widening to improve the pedestrian environment. Enhanced pedestrian crossings facilities were sought, especially at the busy Doyle's Corner junction.

At Hart's Corner, some submissions requested segregation between cyclists and pedestrians at the junction crossings.

Some submissions had concerns about proposals for island bus stops in relation to vulnerable pedestrians when crossing the cycle track at the bus stop.

Along St. Mobhi Road, some submissions raised safety concerns for pedestrians about the provision of a cycle track alongside the footpath in the restricted space behind the verge with trees to be retained.

Increased traffic flows on Connaught Street and Monck Place, caused concerns for pedestrian comfort and safety. Similar concerns were noted in Glasnevin village at the schools on Old Finglas Road.

### **NTA responses to Issue 2:**

*Where practicable, the proposed scheme provides enhanced pedestrian facilities through footpath widening and additional or improved road crossings.*

*Separation of cyclists from pedestrians at the junctions at Hart's Corner has been included instead of shared toucan crossings.*

*Island bus stops are a necessary and appropriate means of enabling cyclists to safely pass bus stops and the boarding and alighting activities of bus passengers. A suitable crossing arrangement is proposed for pedestrians which will have priority over cyclists, and signal control for people with visual impairments.*

*At St. Mobhi Road the proposals include narrow cycle tracks within the space available behind the trees, which are to be retained. In the northbound direction, cyclists will be moving slowly uphill, which will enable comfortable proximity to pedestrians. In the southbound direction the cycle track will mainly cater for children going to the 3 schools and 2 sports facilities on the eastern side. Faster adult cyclists are likely to use the adjoining bus lane.*

*In the few locations where traffic movements may increase due to diversion from bus priority measures, suitable traffic management measures have been identified, with associated enhancements for pedestrians and cyclists.*

## Issue 3: Cycling Facilities

Numerous submissions requested segregated cycle facilities for local trips along Phibsborough Road with retention of the emergency measures introduced during the 2020 COVID 19 restrictions.

In Glasnevin Village, some submissions raised concerns about safety impacts of additional traffic for cyclists on Glasnevin Hill and Old Finglas Road.

There were some comments about the junctions designs and the degree of protection to be provided for cyclists.

**NTA responses to Issue 3:**

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

*There is insufficient width along Phibsborough Road to accommodate segregated cycle lanes alongside the bus lanes, which are necessary to ensure appropriate bus priority along this critical 1km long section of the core bus corridor. For local trips cyclists can share the bus lanes within the low speed 30 km/h environment through Phibsborough Village. Most cyclists are expected to use the proposed complementary off-line cycle route along Royal Canal Bank to bypass the busy village to and from the city centre.*

*In Glasnevin, the CBC scheme has been extended to include segregated cycle tracks along Glasnevin Hill and Ballymun Road South.*

*The NTA has developed specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.*

*The junction designs were developed to provide clear segregation and protection for cyclists from turning traffic with separator traffic islands at the corners. In most cases the cyclists will proceed in a separate signal stage before general traffic, which will largely reduce or avoid interactions with left-turning traffic.*

**Issue 4: Traffic**

At Monck Place in Phibsborough, many submissions sought traffic restrictions to limit through traffic linking between North Circular Road and Phibsborough Road.

Increased traffic on Connaught Street in Phibsborough, arising from both the Ballymun and Blanchardstown CBCs was raised in several submissions in relation to worsening of existing traffic congestion for residents and local people.

Some of the submissions request clear and effective directional signing at Hart's Corner to divert traffic via Finglas Road instead of at Botanic Road further north.

Many submissions requested the bus gate at St. Mobhi Road to operate only in peak hours. Some submissions, however, supported the idea of a full-time bus gate.

A few submissions questioned the reduction of one traffic lane in each direction on parts of Ballymun Road in relation to potential congestion at rush hours. On the other hand some comments asked to extend the reduction to the whole length of Ballymun Road.

A few submissions questioned the proposals to remove corner slip lanes at the Northwood junction.

**NTA responses to Issue 4:**

*The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce through commuter traffic. A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy) is proposed to manage traffic on the*

*road network including measures to mitigate impacts of traffic rerouting onto residential streets. The impacts of the scheme on the surrounding road network, outside of the main CBC route, has been assessed as part of the traffic modelling with appropriate treatment and or mitigation measures provided where necessary.*

### **Issue 5: Parking & Loading**

Parking issues were referred to in the submissions for the following locations:

- Glasnevin Village where there are multiple attractors and little regulation of on-street parking.
- Phibsborough Shopping Centre: loss of a large part of the existing parking.
- Requests for an additional loading bay along Phibsborough Road south of Doyle's Corner.
- Park and Ride facilities in the suburbs to reduce private car traffic to the city centre.

#### ***NTA response to Issue 5:***

*In certain locations the proposed scheme includes the removal where necessary of some car parking to make space for additional bus lanes or cycle tracks. In some other locations it is proposed to provide additional car parking as part of general enhancement of the street at key locations. Overall the net impact for the quantity of parking along the route is minor.*

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

*Park & Ride facilities are under separate consideration by the National Transport Authority.*

### **Issue 6: Safety in General:**

Some submissions raised concerns about the safety of pedestrians and cyclists in general due to diverted traffic onto certain streets as noted in the earlier issues.

#### ***NTA response to Issue 6:***

*Suitable traffic management mitigation measures are included in the proposed scheme where appropriate to ensure the safety of pedestrians and cyclists on adjoining streets.*

### **Issue 7: Traffic Speed**

The group of 58 submissions from the Monck Place / Avondale Road / Great Western Square area in Phibsborough raised concerns about inappropriately high traffic speeds on residential streets. Similar concerns have been noted at Connaught Street in Phibsborough and at Glasnevin Village (specifically in front of the Bon Secours hospital entrance).

**NTA response to Issue 7:**

*A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy) is proposed to manage traffic on the road network including measures to mitigate impacts of traffic rerouting onto residential streets.*

*Suitable traffic management mitigation measures are included in the proposed scheme where appropriate to reduce traffic speeds, including sections with a 30 km/h speed limit in the village centres of Ballymun and Phibsborough.*

*The impacts of the scheme on the surrounding road network, outside of the main CBC route, has been assessed as part of the traffic modelling with appropriate treatment and or mitigation measures provided where necessary.*

**Issue 8: Businesses**

Potential impacts for businesses and for development proposals were raised for the Phibsborough Shopping Centre.

**NTA response to Issue 8:**

*The development proposals at the Phibsborough Shopping Centre, both for an existing planning permission and for a revised planning application submitted in December 2020, would not be affected by the BusConnects scheme as they consist largely of proposed residential accommodation on top of the existing ground floor retail units, as well as an extension of the public open space to the southwest of the site.*

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

**Issue 9: Trees:**

Various submissions had concerns about the proposed removal of existing trees along the boundary of the Na Fianna GAA Club on St. Mobhi Road.

**NTA response to Issue 9:**

*The proposed CBC scheme will widen the roadway along the eastern boundary of St. Mobhi Road at both Na Fianna and Home Farm Football Club pitch to enable a wider footpath and a two-way cycle track for improved access to the two schools and two sports clubs at this location. A large number of existing large conifer trees will be removed for this widening, and replacement trees will be planted that are more compatible with the existing Plane trees that are to be retained in the verges on both sides of the street.*

*The removal of trees along the route has been minimised where possible and a significant number of new and replacement trees will be planted as part of the project.*

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

### **Issue 10: Property:**

The schools and sports clubs on St. Mobhi Road queried the arrangements for acquisition of land at their properties and the associated accommodation works to be provided.

#### **NTA response to Issue 10:**

*As part of the land acquisition process there will be consultations with each property owner to agree appropriate accommodation works as part of an overall compensation package that will be informed by professional valuation.*

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

### **Issue 11: Public Realm**

Many submissions sought improvements to the urban realm in Phibsborough.

#### **NTA response to Issue 11:**

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

*The proposed scheme will provide significant urban realm improvements in the village centres along the core bus corridors, including Phibsborough Village. This will consist of new trees, some planter beds where there is enough space, suitable seating and street furniture and high-quality paving as appropriate to the civic prominence of the location.*

### **Issue 12: Consultation process**

Some submissions raised concerns about the consultation process during the pandemic lockdown with the remote communications perhaps being less accessible for some people.

#### **NTA response to Issue 12:**

*In response to the disruption during the pandemic lockdown in 2020 the public consultation process was extended as much as was practicable.*

### **Issue 13: MetroLink**

Some submissions requested that BusConnects would not be progressed in advance of Metrolink becoming operational.

The Green Party proposed that the transport policy should be broadened to cater for public transport across all directions, rather than being confined to just radial routes to the city centre.

**NTA responses to Issue 13:**

*BusConnects will provide a significant enhancement for existing bus services that serve the full community along the core bus corridor. While the CBC will overlap with MetroLink over most of the route, the bus services will extend from the CBC to a wider community that will not be directly served by MetroLink, such as branch bus services for the areas west of the corridor in Glasnevin and Finglas East. The bus corridor also has far more frequent intermediate stops, at typically 250m to 400m intervals for greater accessibility by passengers than compared to MetroLink stations at 1km to 1.5km intervals. Thus BusConnects will complement the MetroLink services and should be implemented as soon as practicable. The proposed works for BusConnects are reasonably small in scale and there will be only limited impact during construction along the route.*

*The radial Core Bus Corridors are part of a broader comprehensive CBC network planned for Dublin that will include a set of intersecting orbital routes in the second phase. Thus a full grid bus system, with interchange at key nodes, will enable fast and convenient trips in all directions across the wider city area.*

*The issues raised for the wider public transport strategy in Dublin are outside of these proposals for the BusConnects Infrastructure Development and relate to wider public transport planning issues, such as the BusConnects Bus Network Redesign and Metrolink projects which are subject to separate public consultation processes.*

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

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

Second Non-Statutory Public Consultation key issues:

- Dublin Airport Authority requested the CBC be extended to the airport campus.
- Preference for Metrolink instead of BusConnects.
- Traffic issues and side streets
- Narrow footpaths & island bus stops for people with disabilities.
- Transport / Cycling:
- Safety at the proposed bridge under North Circular Road.
- Removal of trees
- Flood risk at Botanic Avenue / Botanic Road junction.
- Impact for Phibsborough Shopping Centre.
- Consultation process.

Third Non-Statutory Public Consultation key issues:

- Bus Stops
- Pedestrians
- Cycling Facilities
- Traffic
- Parking & Loading
- Safety in general
- Traffic speeds
- Businesses
- Trees
- Property
- Public Realm
- Remote Consultation process
- Metrolink

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

## Section 1 – St. Margaret’s Road to Griffith Avenue



### Main comments noted

#### Transport / Traffic:

- Request to reduce the carriageway to one lane traffic lane, along Ballymun Road, replacing the space with additional green verges
- A few submissions questioned the reduction of one traffic lane in each direction on parts of Ballymun Road in relation to potential congestion at rush hours. On the other hand some comments asked to extend the reduction to the whole length of Ballymun Road.
- A few submissions questioned the proposals to remove corner slip lanes at the Northwood junction.

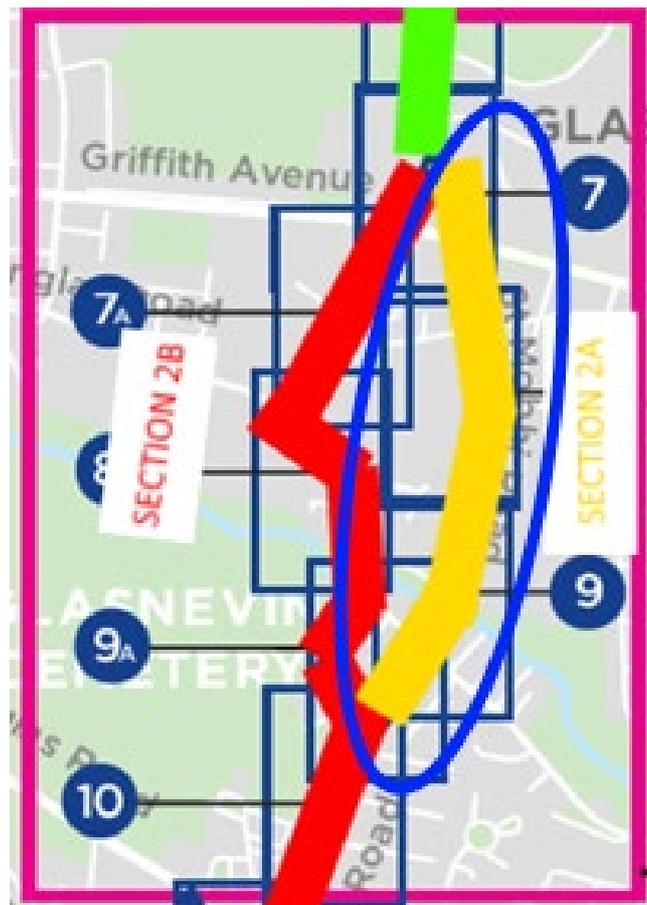
#### Transport / Parking & Loading:

- Parking issues were referred to in the submissions for the following locations:

#### Economy / Development:

- Dublin airport requested the extension of the route to the airport, to improve the connection and facilitate the future development

## Section 2A – Glasnevin / Drumcondra: Griffith Avenue along St. Mobhi Road & Botanic Road to Hart’s Corner



### Main comments noted

#### Transport / Public Transport:

- Some submissions concerned bus stop locations on St. Mobhi Road.

#### Transport / Cycling:

- Questions about the impact of the CBC on the implementation of the secondary cycle Route along Walsh Road

**Transport / Pedestrians:**

- Along St. Mobhi Road, some submissions raised safety concerns for pedestrians about the provision of a cycle track alongside the footpath in the restricted space behind the verge with trees to be retained.

**Transport / Traffic:**

- Some submissions raised concerns on the access to St. Mobhi Road properties during Bus Gate hours
- Some of the submissions request clear and effective directional signing at Hart's Corner to divert traffic via Finglas Road instead of at Botanic Road further north.
- Many submissions requested the bus gate at St. Mobhi Road to operate only in peak hours. Some submissions, however, supported the idea of a full-time bus gate. In this regard, entities as Scoil Chaitríona, Scoil Mobhi, CLG Na Fianna, Rohan Cahill Dental Surgery and some residents raised concerns about their access and egress during Bus Gate hours.

**Transport / Parking & Loading:**

- Parking issues were referred to in the submissions for the following locations:

**Environment / Trees:**

- Various submissions had concerns about the proposed removal of existing trees along the boundary of the Na Fianna GAA Club on St. Mobhi Road.

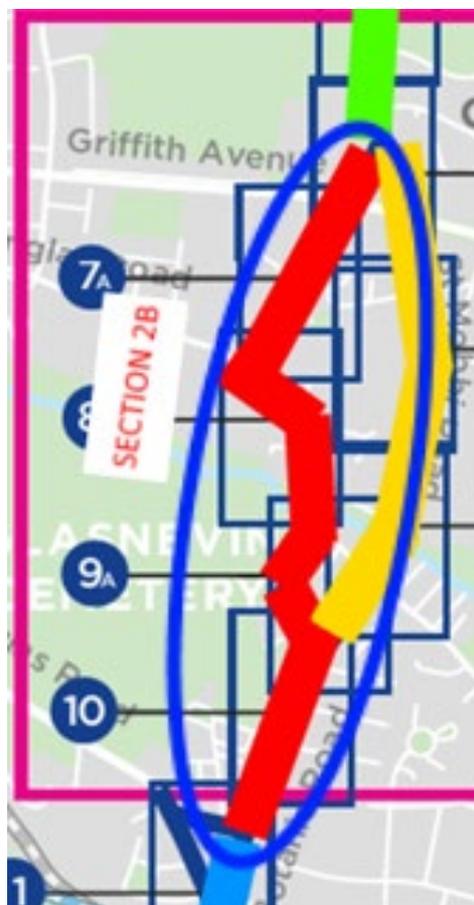
**Environment / Property:**

- The schools and sports clubs on St. Mobhi Road queried the arrangements for acquisition of land at their properties and the associated accommodation works to be provided.

**Social:**

- Scoil Chaitríona, Scoil Mobhi and CLG Na Fianna expressed concerns about the impact of the construction phase on their activity, asking for BusConnects works to be coordinated with the Metrolink construction schedule.

## Section 2B – Glasnevin - From Griffith Avenue along Ballymun Road & Glasnevin Hill



### Main comments noted

#### Transport / Cycling:

- In Glasnevin Village, some submissions raised concerns about safety impacts of additional traffic for cyclists on Glasnevin Hill and Old Finglas Road

#### Transport / Traffic

- Some comments expressed concerns on the impact that the increased traffic, diverted along Glasnevin Hill during the operation hours of the Bus gate at St. Mobhi Road

#### Transport / Parking & Loading:

- Parking issues were referred to in the submissions for the Glasnevin Village where there are multiple attractors and little regulation of on-street parking.

#### Safety / General:

- Some submissions raised concerns about the safety of pedestrians and cyclists in general due to diverted traffic onto certain streets as noted in the earlier issues.

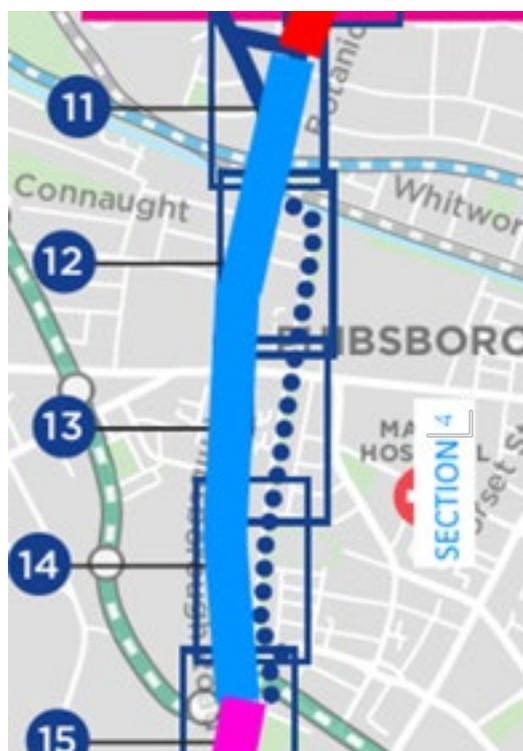
### Safety / Traffic Speed:

- Some submissions raised concerns about inappropriately high traffic speeds on residential streets at Glasnevin Village (specifically in front of the Bon Secours hospital entrance).

### Flooding

- Concerns on the proposed design to increase risk of flooding at Tolka River, as the impermeable area will be increased by the road widening

## Section 3 – Phibsborough – Hart’s Corner to Western Way



### Main comments noted

#### Transport / Pedestrians:

- Many submissions related to footpaths along Phibsborough Road seeking widening to improve the pedestrian environment. Enhanced pedestrian crossings facilities were sought, especially at the busy Doyle's Corner junction.
- At Hart's Corner, some submissions requested segregation between cyclists and pedestrians at the junction crossings.
- Increased traffic flows on Connaught Street and Monck Place, caused concerns for pedestrian comfort and safety. Similar concerns were noted in Glasnevin village at the schools on Old Finglas Road.

### **Transport / Cycling:**

- Numerous submissions requested segregated cycle facilities for local trips along Phibsborough Road with retention of the emergency measures introduced during the 2020 COVID 19 restrictions.
- Request to segregate pedestrian traffic and cycle traffic at Prospect Way
- Request of provision of segregated cycle tracks along Phibsborough Road

### **Transport / Traffic:**

- At Monck Place in Phibsborough, many submissions sought traffic restrictions to limit through traffic linking between North Circular Road and Phibsborough Road.
- Increased traffic on Connaught Street in Phibsborough, arising from both the Ballymun and Blanchardstown CBCs was raised in several submissions in relation to worsening of existing traffic congestion for residents and local people.
- The Beyond the Junction group sought reduced provision for motorised traffic (both general traffic and bus) rather than replacement of cycle lanes with a new bus lane along Phibsborough Road.
- Concerns expressed about the impact of the CBC on the passing traffic and rat-running at Lindsay Road and Iona Road
- Request to retain access to the development site at North Mill, Cross Guns bridge

### **Transport / Parking & Loading:**

- Parking issues were referred to in the submissions for the following locations:
- Phibsborough Shopping Centre: loss of a large part of the existing parking.
- Requests for an additional loading bay along Phibsborough Road south of Doyle's Corner

### **Safety / Traffic Speed:**

- The group of 58 submissions from the Monck Place / Avondale Road / Great Western Square area in Phibsborough raised concerns about inappropriately high traffic speeds on residential streets. Similar concerns have been noted at Connaught Street in Phibsborough.

### **Economy / Business:**

- Potential impacts for businesses were raised for the Phibsborough Shopping Centre.

### **Economy / Development:**

- Phibsborough Shopping Centre expresses concerns in his submission on the impact to their future development plans.

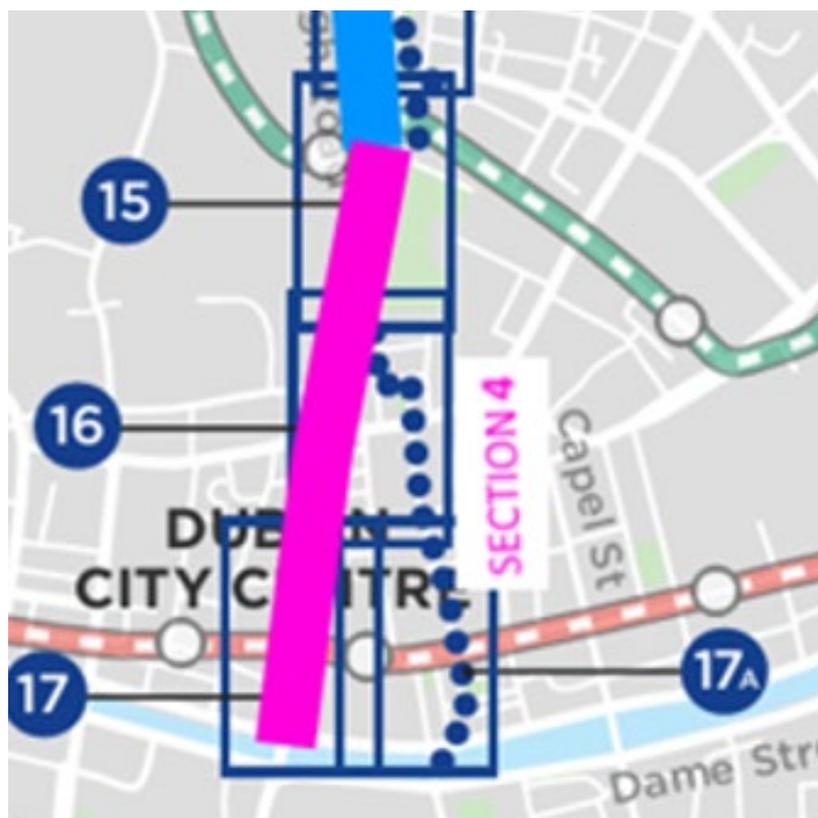
### **Environment / Urban Realm:**

- Many submissions sought improvements to the urban realm in Phibsborough.

**Social:**

- Some submissions raised concerns about the impact of the dominant traffic flows for the social life, mainly in Phibsborough, with a desire to enhance the sense of place for the local community.

## Section 4 – Western Way to Arran Quay



**Main comments noted**

**Transport / Traffic**

- Some protests assuming that CBC proposes banning the left turn from Church Street to North King St

**Transport / Cycling:**

- One submission protested removal of cycle lanes at Church Street, requesting to be retained
- Request to provide priority to cycle traffic at Dominick Street Upper
- Proposal to modify the Cycle Route to run along Greek Street and Chancery Street, being directed to O'Donovan Rossa Bridge, instead via St. Michan's Street and Ormond Square.
- Request of a cycle link to Stoney Batter

## Whole Route

### Transport / Pedestrians:

- Some submissions had concerns about proposals for island bus stops in relation to vulnerable pedestrians when crossing the cycle track at the bus stop.

### Transport / Cycling:

- There were some comments about the junctions designs and the degree of protection to be provided for cyclists.

### Transport / Parking & Loading:

- Some submissions requested Park and Ride facilities in the suburbs to reduce private car traffic to the city centre.

### Safety / Traffic Speed:

- Request for implementation of 30km/h speed limit at the CBC

### Trees

- Some submissions raised concerns on the loss of trees in the proposed design

### Consultation process:

- Some submissions raised concerns about the consultation process during the pandemic lockdown with the remote communications perhaps being less accessible for some people.

### Transport Strategy

- Some submissions requested that BusConnects would not be progressed in advance of Metrolink becoming operational.
- The Green Party proposed that the transport policy should be broadened to cater for public transport across all directions, rather than being confined to just radial routes to the city centre.