

## **Appendix C2**

Finglas to  
Phibsborough Core  
Bus Corridor

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

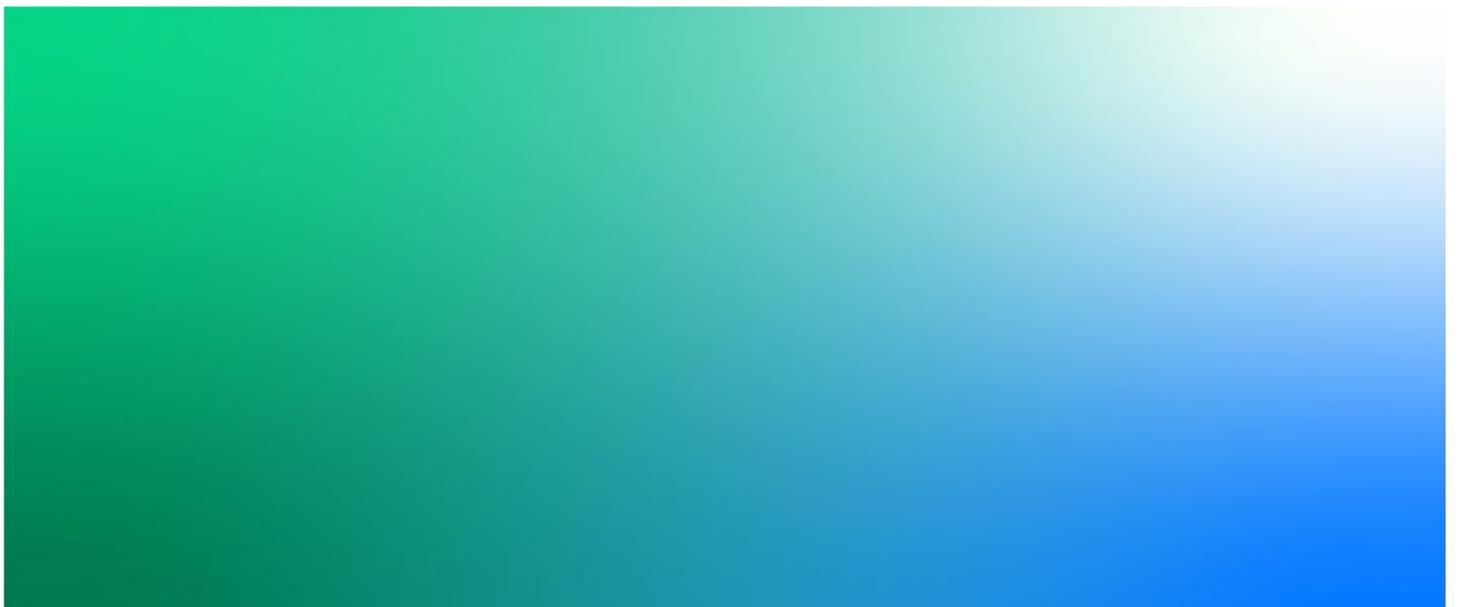


## **Finglas to Phibsborough Core Bus Corridor Scheme**

### **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.

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

- 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

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.

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

- 1) Cycling facilities:
- 2) Car Parking;
- 3) Impact for properties.

## **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.

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

- 1) Pedestrians
- 2) Cycling
- 3) Traffic
- 4) Parking
- 5) Safety in general
- 6) Trees

## **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

- 48 submissions received.
- 2 community forums 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 Finglas to Phibsborough CBC 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 Preferred Route
- Finglas–Phibsborough CBC Drawings
- Finglas–Phibsborough CBC Feasibility and Options Assessment Report

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

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received 3 submissions for the Finglas Section 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 3 sections as shown in Figure 2 below.

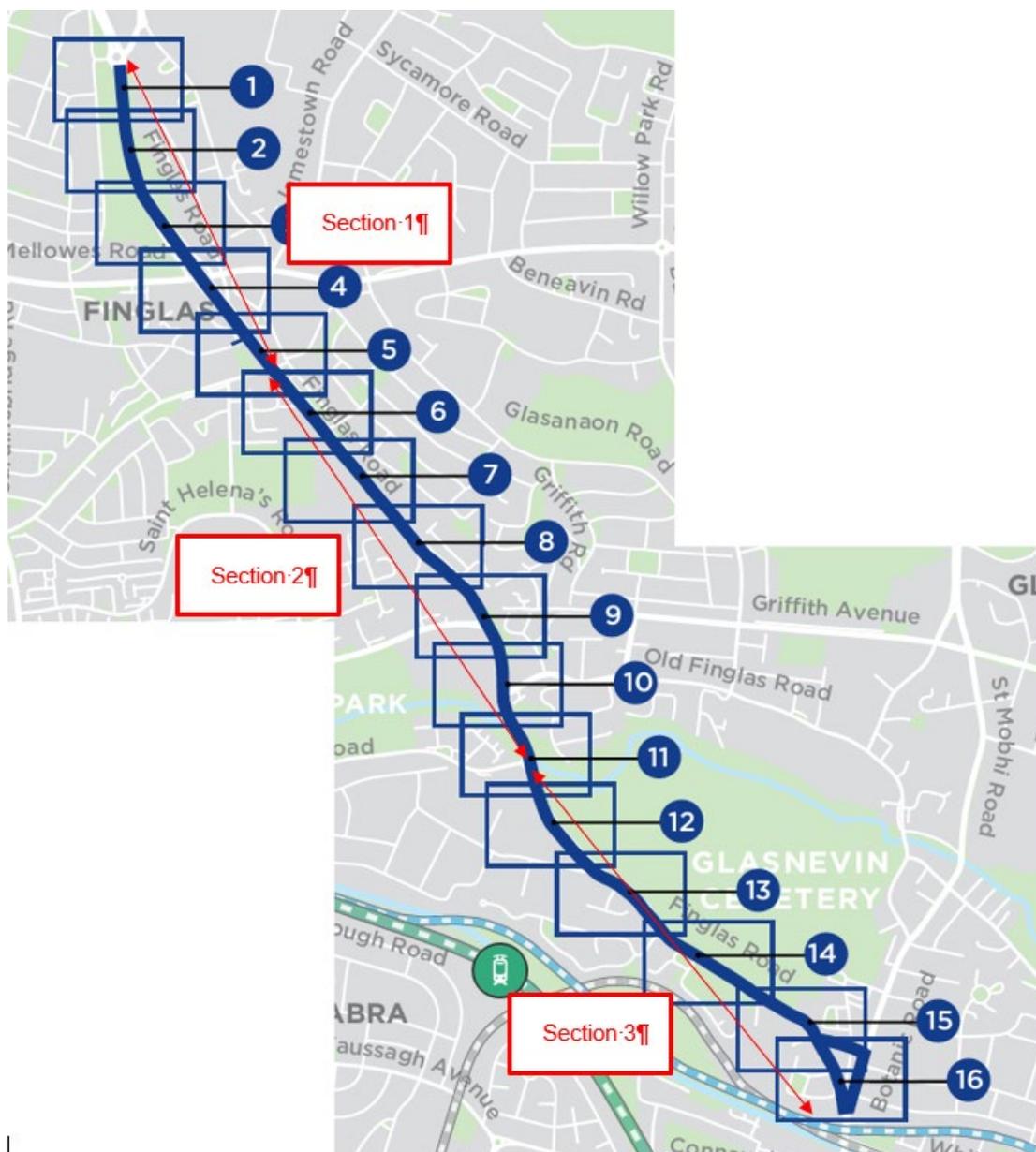
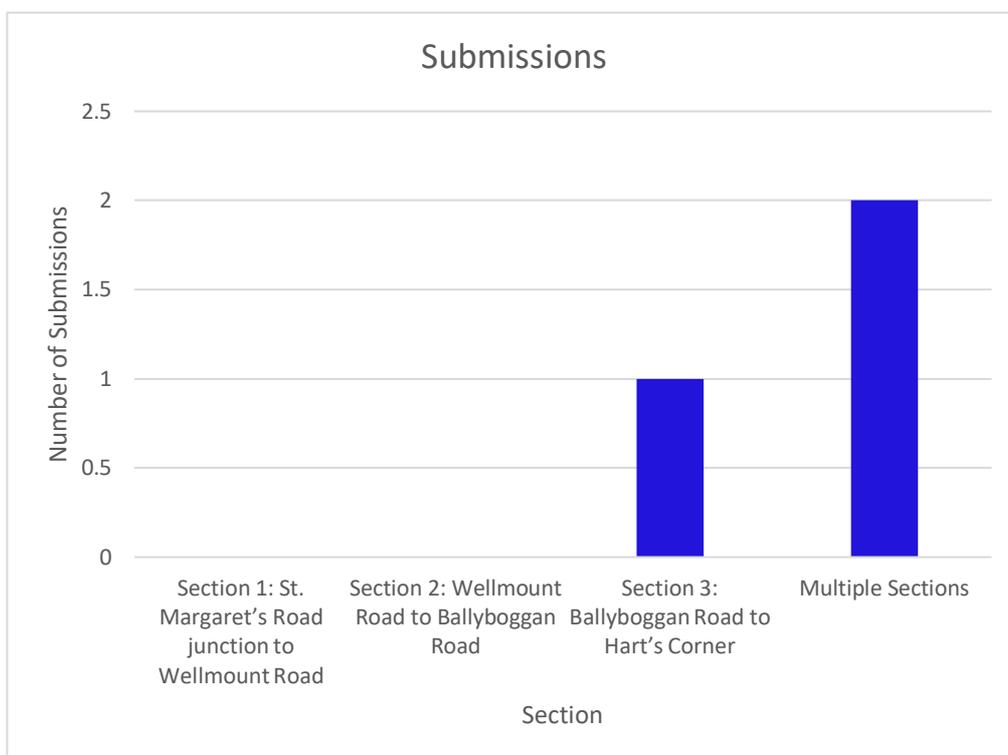


Figure 2 – Finglas to Phibsborough CBC Route sections

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

- Section 1 from St. Margaret's Road junction to Wellmount Road.
- Section 2 from Wellmount Road to Ballyboggan Road.
- Section 3 from Ballyboggan Road to Hart's Corner.



**Figure 3 - Number of Submissions per Section of Route**

**Table 1 - Submissions per Section of Route**

|   | <b>Number of Comments per Section</b> | <b>Percentage</b> |
|---|---------------------------------------|-------------------|
| Section 1: St. Margaret's Road junction to Wellmount Road | 0                                     | 0%                |
| Section 2: Wellmount Road to Ballyboggan Road             | 0                                     | 0%                |
| Section 3: Ballyboggan Road to Hart's Corner              | 1                                     | 33%               |
| Multiple Sections   | 2                                     | 67%               |
| <b>Total</b>  | <b>3</b>                              | <b>100%</b>       |

## 2.5 Profile of those making submissions:

Of the submissions received:

- 33% was from a representative of affected property owners.(1 No)
- 33% was from a Representative Body(1 No)
- 33% was a personal submission that related to all BusConnects routes (1 No)

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

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. Two themes were identified during this review process:

- 1) Transport – Cycling facilities
- 2) Environment – Potential impact on one property

Table 2 - Number of Comments per Theme

| Theme       | Frequency |
|-------------|-----------|
| Transport   | 2         |
| Environment | 1         |

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

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

## 2.7 Summary of 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.

The key issues were as follows:

- 1) Cycling facilities.
- 2) Impact for one property.

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

### Issue 1: Cycling Facilities

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

- 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.

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

*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.*

**Issue 2: Property Impact**

One submission raised a concern about potential impact for a property at the southern end of Finglas Road / Prospect Road on the western side of Hart's Corner.

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

*There is no proposal for road widening at the property referred to in the submissions, and therefore there will be no impact for the property.*

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

### **3.1 Overview**

The third public consultation on the updated draft Preferred Route Option for the Finglas to Phibsborough 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:

- 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 12 submissions received in the third round of public consultation relating to the Finglas to Phibsborough CBC. These submissions came from individual residents and local interest groups.

Also, 135 submissions with general comments regarding all the BusConnects Programme, not only scheme-specific, were raised and 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 proposed Finglas to Phibsborough CBC was divided into 3 sections as described earlier for Non-Statutory Public Consultation No.3, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type.

Most of the submission referred to multiple sections, making comments all along the route, representing 58% of all comments. These comments were primarily focused on some aspects of the design of the Cycle Tracks.

Figure 4 and Table 3 show the distribution of the submissions across the various sections of the Route and by theme. 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.

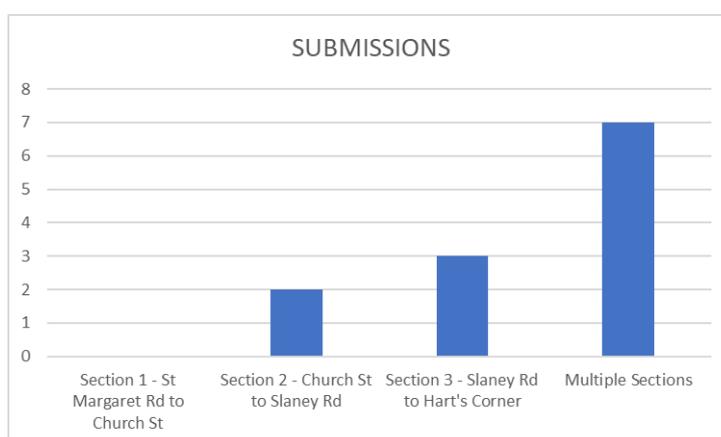


Figure 4- Distribution of Submissions by Section of Route

**Table 3 - Submissions per Section of Route**

|   | <b>Number of Comments per Section</b> | <b>Percentage</b> |
|---|---------------------------------------|-------------------|
| Section 1 – St. Margaret’s Road to Wellmount Road | 0                                     | 0%                |
| Section 2 - Wellmount Road to Ballyboggan Road    | 2                                     | 17%               |
| Section 3 - Ballyboggan Road to Hart's Corner     | 3                                     | 25%               |
| Multiple Sections                                 | 7                                     | 58%               |
| <b>Total</b>                                      | <b>12</b>                             | <b>100%</b>       |

### **3.5 Profile of those making Submissions**

Of the submissions received:

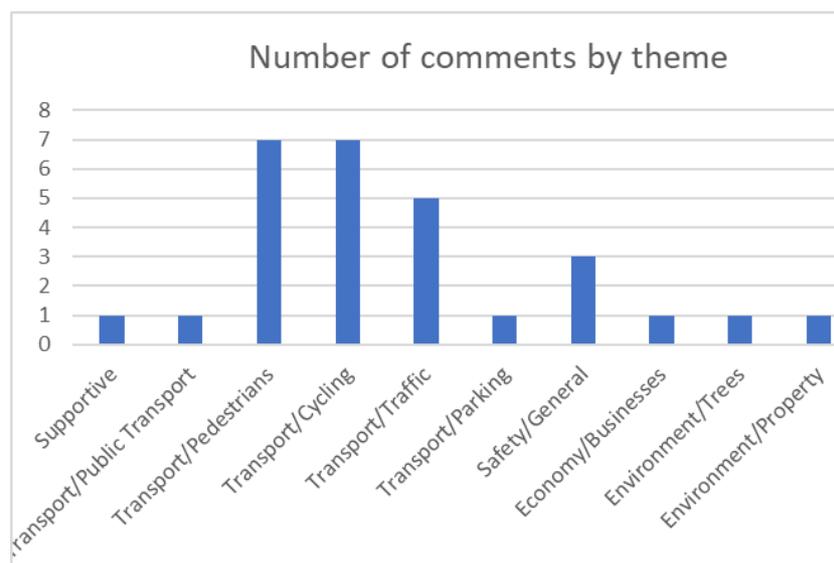
- 58% were from residents of the study area or affected property owners (7 No.);
- 42%% from Representative Bodies (5 No.). These included submissions on behalf of:
  - Dublin Cycling Campaign
  - Public Participation Network
  - Senator Mary Fitzpatrick
  - Green Party
  - Finglas South Combined Residents Association

In addition general submissions were received as follows:

- 73% were from residents of the study area or affected property owners;
- 27%% from Representative Bodies.

### **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 5 and Table 4.



**Figure 5 - Number of Comments per Theme**

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

| Theme       | Sub-Theme        | Frequency |
|-------------|------------------|-----------|
| Supportive  |                  | 1         |
| Transport   | Public Transport | 1         |
|             | Pedestrians      | 7         |
|             | Cycling          | 7         |
|             | Traffic          | 5         |
|             | Parking          | 1         |
| Safety      | General          | 3         |
| Economy     | Businesses       | 1         |
| Environment | Trees            | 1         |
|             | Property         | 1         |

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 are as follows:

- 1) Pedestrians
- 2) Cycling Facilities
- 3) Traffic
- 4) Parking
- 5) Safety in general
- 6) Businesses
- 7) Trees

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

#### Issue 1: Pedestrians

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.

#### ***NTA responses to Issue 1:***

*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.*

*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 2: Cycling Facilities

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

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

*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 3: Traffic

There were general concerns about the displacement of traffic towards the Finglas Road from bus priority proposals for a bus gate on St. Mobhi Road on the Ballymun to City Centre CBC.

### **NTA responses to Issue 3:**

*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 4: Parking

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

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

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

## Issue 5: 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 5:**

*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 6: Businesses**

Potential impacts for businesses and for development proposals were raised.

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

*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 7: Trees:**

Various submissions had concerns about the proposed removal of existing street trees.

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

*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.*

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

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

Second Non-Statutory Public Consultation key issues:

- Cycling facilities.
- Impact for one property.

Third Non-Statutory Public Consultation key issues:

- Pedestrians
- Cycling Facilities
- Traffic
- Parking
- Safety in general
- Businesses
- Trees

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

### Section 1 from St. Margaret's Road junction to Wellmount Road.



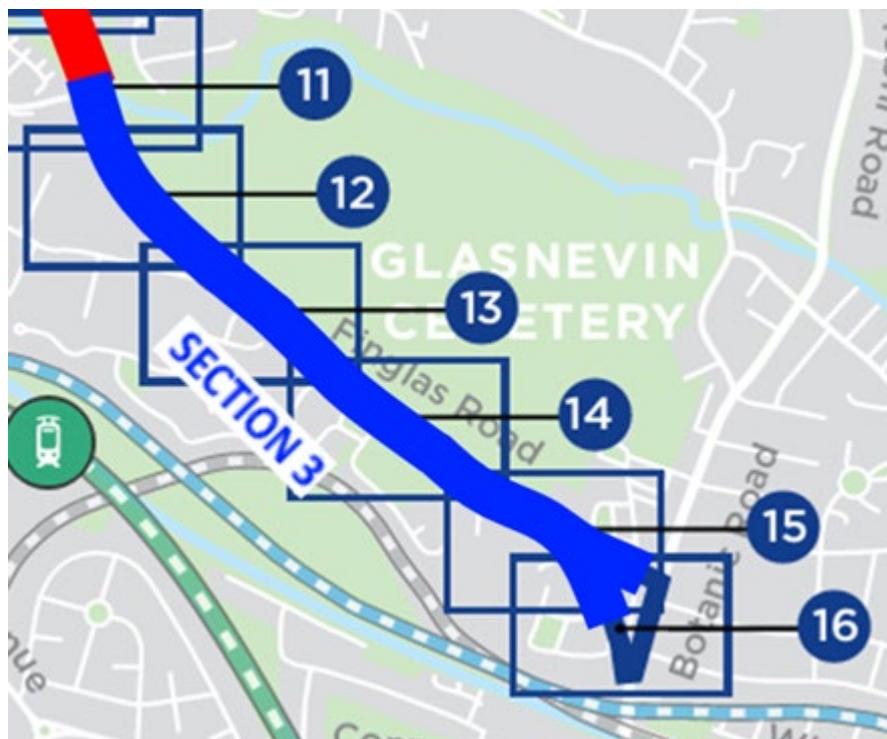
No Comments

### Section 2 from Wellmount Road to Ballyboggan Road.



No Comments

### Section 3 from Ballyboggan Road to Hart's Corner.



#### Main comments noted

##### Environment / Property

- One submission related to a perceived impact at an apartment complex at Hart's Corner

#### Whole Route

##### Transport / Pedestrians

- 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.

##### Transport / Cycling Facilities

- Junctions designs and the degree of protection to be provided for cyclists.

##### Transport / Traffic

- Displacement of traffic towards the Finglas Road from bus priority proposals for a bus gate on St. Mobhi Road on the Ballymun to City Centre CBC.

**Transport / Parking**

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

**Safety / Pedestrians & Cyclists**

- Safety of pedestrians and cyclists in general due to diverted traffic onto other streets.

**Economy / Businesses**

- Potential impacts for businesses and for development proposals.

**Environment / Trees:**

- Removal of existing street trees.