

BusConnects Dublin Core Bus Corridor Projects

Corridor 2 – Swords to City Centre

Emerging Preferred Route – Public Consultation Report 2018/2019

www.busconnects.ie



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1. Executive Summary

1.1. Objective of the Scheme

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

This report focuses on Core Bus Corridor 2 which runs from Swords to the City Centre.

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.

The first phase of the public consultations commenced in November 2018 and is on-going. The latest public consultation for phase two is commencing today on the Emerging Preferred Routes for the following six corridors:

- *Liffey Valley to the City Centre*
- *Clondalkin to Drimnagh*
- *Greenhills to the City Centre*
- *Tallaght to Terenure*
- *Kimmage to the City Centre*
- *Rathfarnham to the City Centre*

On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by up to 19% in the period 2015 to 2018. However, the millions of passenger journeys taking place on each of these corridors are facing increasing congestion with delays being frequently experienced by commuters.

All property owners potentially affected by today's announcement have been notified by post with one-to-one meetings being offered in the coming weeks with those potentially impacted.

Phase Three of the Core Bus Corridors project will get underway in mid-February and will run until the end of April featuring the final six corridors: Ballymun to the City Centre; Finglas to Phibsborough;

Bray to the City Centre; Blackrock to Merrion; UCD Ballsbridge to City Centre and Ringsend to the City Centre.

Anne Graham, CEO of the NTA said: “Today marks the second stage in a three-step process with details being unveiled of six additional Emerging Preferred Routes foreseen under the BusConnects Core Bus Corridor project. In recent days, we have notified the 665 property owners along these routes who may be potentially affected and offered one-to-one meetings to inform them of the proposals and listen to their feedback.

“We would encourage those who received the notification to get in contact with us and engage in the consultation process that runs until the 29th March. We want to hear from them to get their views on the proposals and the issues that they wish to see addressed.

“At the NTA, we are determined to deepen our engagement with the communities along each of the identified corridors. That is why in addition to the meeting with potentially affected property owners we will also be organising public information events and Community Forums along each of the six corridors announced today.

“The Community Forums, in particular, will ensure a two-way dialogue with community leaders, residents’ associations, special interest groups and public representatives. We are eager to listen to the concerns of all those affected, and we will ensure they are kept updated on the project as it progresses.

“We have been encouraged by the positive level of engagement the NTA has witnessed since the launch of the Core Bus Corridors project public consultation in November 2018 and we will examine all observations carefully over the coming weeks as we look to develop Final Preferred Routes.

“Although we are aware that a project of this scale will bring many challenges, the BusConnects Core Bus Corridor project is needed now more than ever. With the city due to expand by 25% by 2040, continuous bus priority and segregated cycle lanes will be required to meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists.”

1.3. Public Consultation Process for BusConnects

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

Phase 1: 14th November 2018 to 29th March 2019

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

Phase 2: 23rd January 2019 to 30th April 2019

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

Phase 3: 26th February 2019 to 31st May 2019

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

Each of the emerging preferred routes can be seen below in Figure 1 with the Swords to City Centre route designated as Core Bus Corridor 2.



Figure 1: Radial Core Bus Corridors Emerging Preferred Routes

1.4. Information Provided in Public Consultation

The Public Consultation Brochure provided information about the work that has been carried out as part of the Swords to City Centre Core Bus Corridor Study. Additional information was provided on the BusConnects website:

<https://www.busconnects.ie/initiatives/core-bus-corridor-project/>

The additional supporting information on the website included:

Santry – Alternative Layout Plans

Swords to City Centre Route Options Assessment Report

Swords to City Centre Options Assessment Environmental Assessment Report

Swords to City Centre Environmental Assessment Report - Appendix A: Figure 4.1 - 4.31

Swords to City Centre Environmental Assessment Report - Appendix A: Figure 5.1.1 - 5.1.18

Swords to City Centre Environmental Assessment Report - Appendix A: Figure 5.2.1 - 5.2.3

Swords to City Centre Environmental Assessment Report - Appendix A: Figure 5.3.1 - 5.3.15

Swords to City Centre Environmental Assessment Report - Appendix A: Figure 5.4.1 - 5.4.3

Swords to City Centre Environmental Assessment Report - Appendix B

Swords BRT PC Drawings

Swords Core Bus Corridor Feasibility and Options Assessment Issue 1

1.5. Submissions Received

There were 767 submissions received, ranging from personal submissions from residents and commuters to detailed proposals from public bodies, specialists, various associations and private sector businesses. These submissions comprised emails (227), letters (523) and meeting notes recorded by the NTA (17).

1.6. Principal Issues Raised

The submissions received cover a wide spectrum of views. The majority of the submissions raised concerns about the scheme, or elements therein. A limited number of the submissions were positively supportive of the scheme while many expressed qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

The issues raised included:

- 1) The proposed one-way system in Santry;
- 2) Access and Parking;
- 3) Anticipated increase in traffic volumes;
- 4) Impact on Local Business;
- 5) Community;
- 6) Safety and Speed;
- 7) Land Acquisition and Accommodation Works;
- 8) Construction Stage Issues;
- 9) Bus Stops and Bus Service/ Network
- 10) Landscaping;
- 11) Air Pollution;
- 12) Cyclists and Cycling Provision;
- 13) Noise and Vibration;
- 14) Unsuitable Design Solutions; and
- 15) Heritage and Conservation

2. Introduction

Consultation on the Swords to City Centre Core Bus Corridor Emerging Preferred Route ran between 14th November 2018 and 29th March 2019.

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

Public Information Events were held at the following locations:

- Carnegie Court Hotel, Swords on Wednesday 14th November 2018

Community Forum meetings were held at the following locations:

- Tuesday 8th January 2019 at Carnegie Court Hotel, Swords
- Monday 28th January 2019 at Bonnington Hotel, Swords
- Tuesday 17th September 2019 at Bonnington Hotel, Swords

Meetings were held with a number of affected stakeholders potentially impacted by the scheme at the Skylon Hotel in Drumcondra and the NTA offices.

These included:

- Local Residents;
- AIB Santry;
- Sword Veterinary Hospital;

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

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

3. Approach to Assessing the Submission

The review of the submissions commenced in June 2019 once the consultation period for all three phases had closed.

The NTA received 767 submissions for the Swords to City Centre emerging preferred route. This was made up of 227 individual submissions emailed to the NTA, 523 template responses and letters, and 17 meeting notes from stakeholder meetings which raised issues. All 767 submissions were assessed as part of the report. All submissions were entered into a database.

There were a large number (523) of template responses sent which outlined a standard list of concerns. There were 8 different forms of templates received. A number of these templates also included handwritten notes appended to the bottom of the form. The responses received in this format were reviewed and analysed in the same manner as the uniquely composed responses.

4. Analysis of Issues Raised by Section

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

Section 1 – Pinnock Hill Junction to Airport Roundabout - Swords Road

Section 2 – Airport Junction to Coolock Lane Junction – Swords Road

Section 3 – Coolock Lane Junction to Omni Park Shopping Centre Entrance – Swords Road

Section 4 – Omni Park Shopping Centre Entrance to Shantalla Road Junction – Swords Road

Section 5 – Shantalla Road Junction to Blessington Street – Swords Road

Section 6 – North Frederick Street to Parnell Square

The sections attracting the most comments by far were Sections 3 & 4, centred around the Omni Park Shopping Centre Entrance, and the proposed one-way system along the Swords Road by the shopping centre. The second most commented section was Section 5 through Drumcondra.

As part of section 6, the Gardiner Street has since been removed from the scope of the Swords to City Centre CBC scheme and will be addressed as a separate scheme.

In addition to the six sections, submissions could also be categorised as relating to Multiple Sections where the submission referred to multiple areas, or the scheme as a whole.

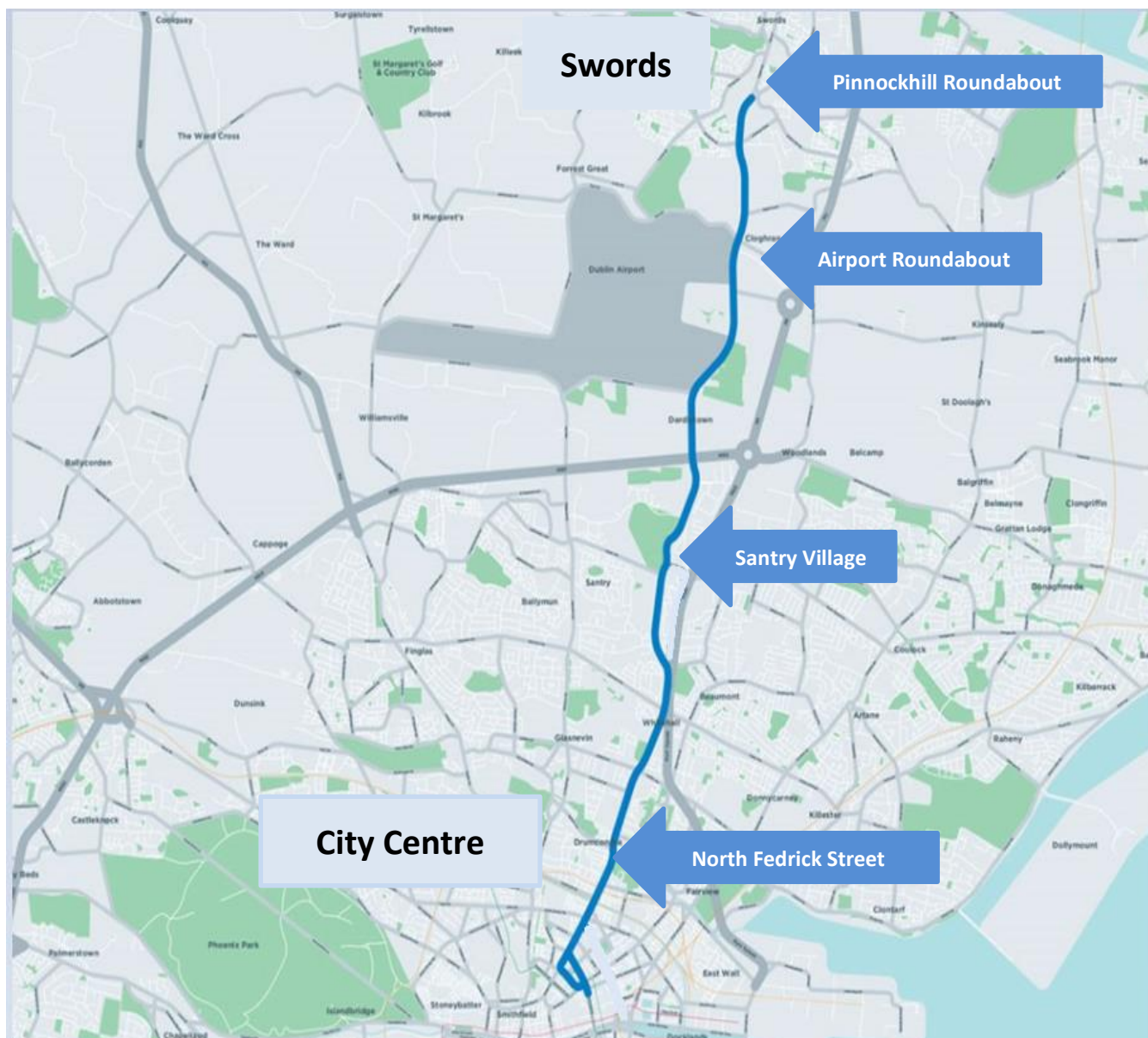


Figure 2: Swords to City Centre Corridor Map

Figure 3 and Table 1 show the distribution of total submissions by section of the Swords Route. Certain submissions referred to multiple sections along the Route, which is why the total number reported (788 No) in Figure 3 and Table 1 is greater than the total number of responses received (767 submissions).

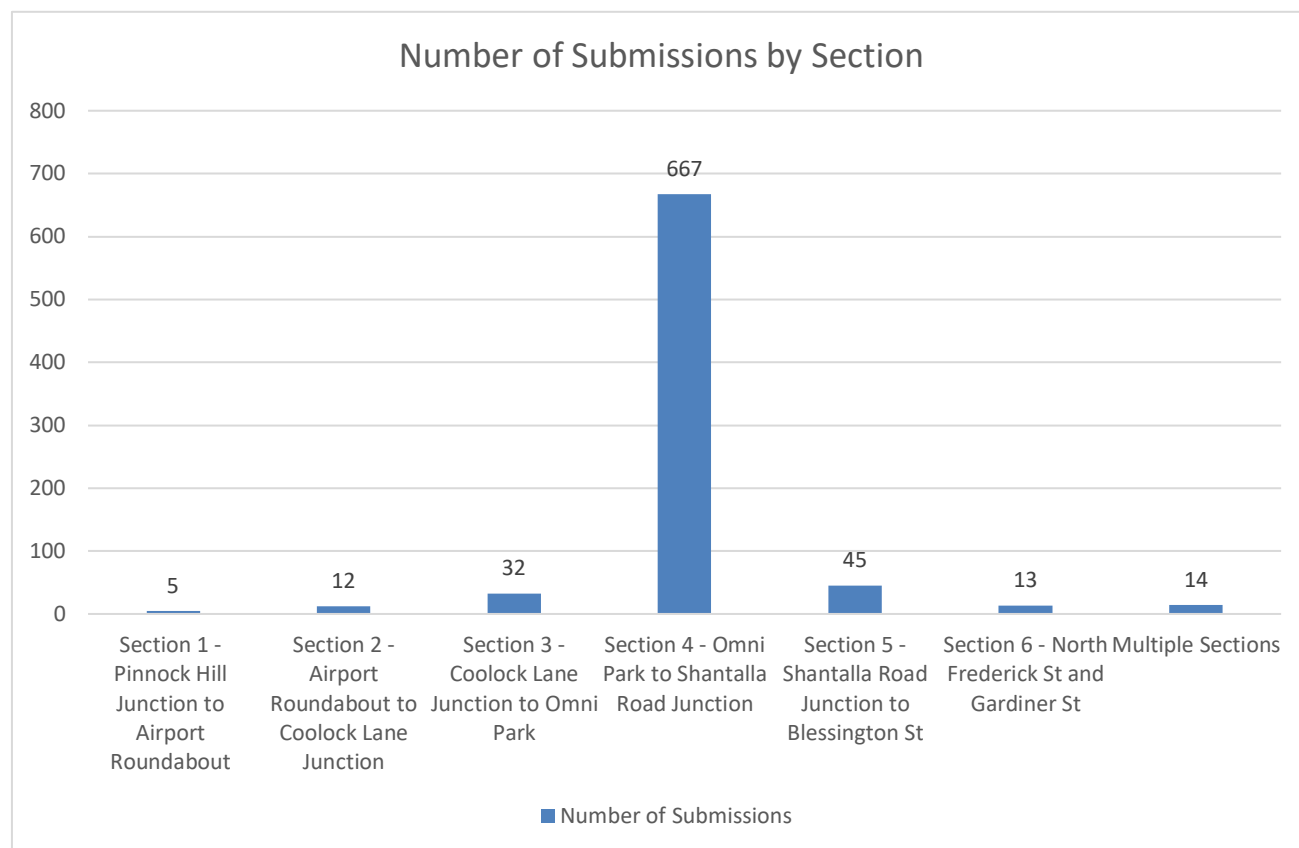


Figure 3. Distribution of Submissions by Section of Route

	Number of Submissions	Percentage
Section 1 Pinnock Hill Junction to Airport Roundabout	5	0.6%
Section 2 Airport Junction to Coolock Lane Junction	12	1.5%
Section 3 Coolock Lane Junction to Omni Park	32	4.1%
Section 4 Omni Park to Shantalla Road Junction	667	84.6%
Section 5 Shantalla Road Junction to Blessington Street	45	5.7%
Section 6 North Frederick Street and Gardiner Street	13	1.7%
Entire Corridor	14	1.8%
Total	788	100%

Table 1. Percentage of Submissions per Section of Route

5. Profile of those making submissions

Of the submissions received:

- 96% were from residents of the study area or affected property owners.
- 4% were from others.

6. Themes Raised in the Submissions

All 767 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. Majority of these submissions were related to the concerns raised on the one-way for general northbound traffic with bus lanes in both directions in Santry. An alternative proposal for two private vehicle lanes alongside the two bus lanes was developed during the public consultation period and presented to the public. Responses were received further for the two-way proposal.

The initial responses received for the one-way for general traffic in Santry was taken out from further analysis of themes and issues. Table 2 summarises the total submissions received and submissions excluding the Santry one-way proposal. Table 3 and Figure 4 summarise the analysis of the submissions excluding the submissions for the one-way system at Santry.

Category	Total Submissions	Submissions for Santry One way	Submissions excluding Santry One-way
Total Submissions	767	639	128

Table 2. Summary of Total Submissions Vs Submission for Santry One-way system

Theme	Frequency
Land Acquisition and Accommodation Works	32 comments
Access and Parking	61 comments
Air Pollution	32 comments
Community	41 comments
Impact on Local Business	32 comments
Safety and Speed	58 comments
Traffic Volumes	42 comments
Cyclists and Cycling Provision	34 comments
Bus Stops	32 comments
Bus Service/ Network	41 comments
Heritage and Conservation	9 comments
Unsuitable Design Solution	15 comments
Noise and Vibration	24 comments
Construction Stage Issues	9 comments
Landscaping	44 comments
One-Way System	17 comments
Design Recommendation	67 comments

Table 3. Number of Comments per Theme

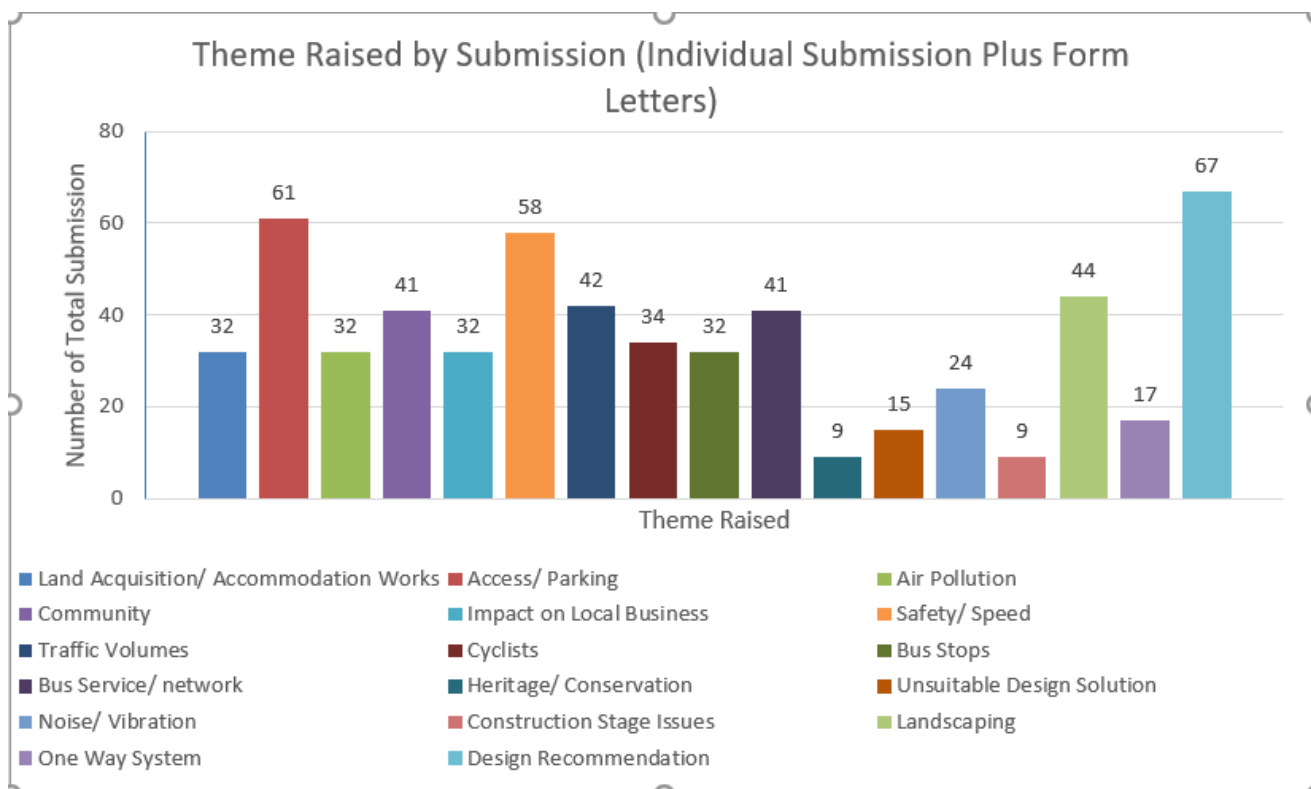


Figure 4. Number of Comments per Theme

7. Summary of Main Issues Raised

This report identifies the key issues raised in the public consultation process. The NTA 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 project are as follows:

- 1) The proposed one-way system in Santry;
- 2) Access and Parking;
- 3) Anticipated increase in traffic volumes;
- 4) Impact on Local Business;
- 5) Community;
- 6) Safety and Speed;
- 7) Land Acquisition and Accommodation Works;
- 8) Construction Stage Issues;
- 9) Bus Stops and Bus Service;
- 10) Landscaping;
- 11) Air Pollution;
- 12) Cyclists and Cycleway Provision;
- 13) Noise and Vibration;
- 14) Unsuitable Design Solutions; and
- 15) Heritage and Conservation

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

Public Consultation – Issue 1 (Proposed one-way traffic system between Omni Park Shopping Centre and Shantallah Road junction in Santry Village)

The majority of submissions received from the residents expressed concern with the proposals along the Swords Road between Lorcan Road (opposite the Omni Park Shopping Centre entrance) and the junction with Shantalla Road. At the commencement of the public consultation a one-way traffic system was proposed between Omni Park Shopping Centre and Shanrath Road in Santry Village catering only for northbound traffic, with bus lanes in both directions, and a new southbound off ramp at the Shantalla Road - N1/ M50 Bridge (cyclists were to be taken along a separate offline adjacent route on the west side to N1/M50).

It was apparent that the majority of the respondents were not in the favour of the one-way traffic option.

The residents contended that the one-way proposal would affect the existing access/ egress arrangements for residents along the Lorcan and Shanrath Roads, cause rat running along quiet residential areas, lead to removal of on street parking, and impact on commercial deliveries and local business. The expectation was that this proposal would increase the speed of buses along this section of corridor. However, a handful of respondents were in favour of the one-way traffic system and viewed it as an improved utilisation of existing road space for an improved public transport service.

An alternative proposal was developed during the Public Consultation, to cater for two-way traffic operation alongside bus lanes in both the directions. This proposal was supported in principle by those opposed to the one-way traffic system, while being less favoured by those concerned about the wider road cross section along this section of the corridor and the impacts on land acquisition, perceived increase in noise and air pollution, and the potential loss of the 'local village environment'.

Issues highlighted for the one-way traffic system are discussed below in detail:

Safety concerns

Safety concerns were expressed in relation to the one-way traffic system that emergency service vehicles could have increased journey times accessing the Omni Park Shopping Centre and residential areas including, but not limited to, Lorcan Drive, Shanrath Road, Shanvarna Road, Shanowen Road and Shanliss Road.

There was also a safety concern that as many residents residing between the Omni Park Shopping Centre and Shantalla Road/Swords Road Roundabout are elderly, they could be uncomfortable using the N1 due to the one-way traffic system.

Concerns were also raised about the potential impact of rerouted delivery vehicles serving the Omni Park Shopping Centre, and the potential impact this might have if these vehicles rerouted along quieter residential routes or roads not suited for heavy goods vehicles. There were safety concerns associated with directing heavy goods traffic through a residential area and a potential hazard for the elderly or

families with young children walking or playing in the area. Lorcan Drive and Shanrath Road can experience heavy traffic and bottlenecks, particularly during Christmas periods when additional traffic is generated by the Omni Park Shopping Centre, causing difficulty for residents to access or exit their homes.

The one-way traffic operation along this section of corridor was also perceived as a potential risk for the drivers who are not familiar with the area, leading to a higher risk of accidents.

Increased journey times and traffic volumes

There was a concern that the one-way traffic system could increase the journey times of the regular trips made by the local residents living between the Omni Park Shopping Centre and Shantalla Road/Swords Road Roundabout. Residents living along Shanowen Road, Lorcan Road, Shanvarna Road, Swords Road and Shanrath Road would no longer be able to get directly to their homes from the Omni Park Shopping Centre, as the straight-ahead traffic movement exiting the Omni Shopping Centre was proposed to be removed.

It was perceived that vehicles currently turning right leaving the Omni Park Shopping Centre would be forced by the one-way traffic system to be redirected to the Coolock Lane and the N1. This would cause car drivers to travel a considerably greater distance and experience significant delays due to the high volumes of traffic currently travelling along those routes, thereby increasing the regular trip journey times. This would also add to the existing traffic volumes and congestion issues on those routes during the morning and evening peak periods.

There was also a concern that the new on slip road onto the Shantallah Road Bridge could cause even more traffic congestion on the approach to the Church of the Holy Child in Whitehall.

Increased traffic through quieter residential areas - Lorcan and Shanrath Road

There were concerns that the implementation of the one-way traffic system could potentially trigger rat running of the Swords Road southbound traffic through the residential neighbourhood via Lorcan Road and Shanrath Road. Residents were concerned this could increase traffic delays for the local residential traffic. Concern was raised that the traffic could result in a bottleneck at the Shantallah Road junction, as the traffic would need to merge with the proposed bus lane when crossing the bridge.

Access Issues for the Local Residents:

The responses contended that the proposed one-way traffic system could restrict access to community amenities such as Dublin College University (DCU), Plunket College, Clontarf Community College, St Aidan's CBS, Holy Child National Schools, Beaumont Hospital and community services within the Omni Park Shopping Centre.

Issues highlighted for the two-way traffic system are discussed below in detail:

A two-way traffic system option for general traffic with bus lanes was developed and presented during the Public Consultation. This option was received more favourably, with some concerns which are summarised below:

Land acquisition

There were concerns that the wider cross-section through Santry Village would impact the existing residential front gardens and driveways.

Traffic congestion

There was concern that merging the number of lanes from four to three at Shantalla Road Bridge could cause further traffic congestion on Swords Road.

Loss of off-street parking and on-street parking

Concerns were raised regarding loss of off-street parking for residents who could potentially be impacted by land take.

Loss of “Village feel” along Santry Village

One of the key concerns was the loss of the “village feel” along Santry Village and that a wider cross-section with bus lanes would give it a more “motorway feel”.

Potential impact on air quality and noise

The two-way option would move the road edge and traffic closer to the existing residential properties due to the road widening. There was a general concern this may result in an increase in air pollution and noise vibration.

Summary

Analysing the feedback received from 43 households along the Santry Village section of the Swords Road, 58% favoured the two-way option, 12% favoured the one-way option and rest did not state a preference.

NTA Response to Issue 1:

Following review of the submissions received and further analysis, a number of sections along the route have been assessed and amended as part of the design development, and a key outcome is that the two-way option is the preferred option through Santry village.

The preferred option will maintain access to and from the Omni Park Shopping Centre and other local business along the Swords Road in Santry, with minimum impact on the local business and community accesses. Potential options for off-street parking are being considered for the affected residents.

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

Public Consultation – Issue 2: Access / Parking

Concerns were raised relating to the potential loss of on-street parking, particularly along the Swords Road and within the City Centre and Drumcondra, where residents do not have driveways.

There were also concerns regarding the removal of commercial loading bays and impacts this would have on local businesses. Small businesses along the route were considered to rely on on-street parking close to their premises to encourage trade and facilitate deliveries.

Submissions from residents along Gardiner Street suggested restricting access to Gardiner Street on the basis that it is a residential area currently experiencing high traffic volumes during the peak periods. However, some of the submissions also requested the proposed left turn restriction from the Dorset Street to Gardiner Street Upper or Hardwicke Place be reconsidered, as it is a vital route to cross the River Liffey and access Holles Street Hospital.

NTA Response to Issue 2:

Following review of the submissions received and further analysis, a number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions are revised traffic management proposals. Within the Preferred Route Option proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- *Some of the commercial parking/loading bays along Drumcondra Avenue and Dorset Street have been retained and realigned to fit the proposed cycle lane and footpath.*
- *In Santry Village potential restoration of the impacted existing garden boundaries with off-street parking will be reviewed in the next stage of the design development.*
- *Gardiner Street has been removed from the scope of the Swords to City Centre CBC scheme and will be addressed as a separate scheme. The proposed left turn restriction from the Dorset Street to Gardiner street has been removed from the PRO.*

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

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

Public Consultation – Issue 3: Anticipated increase in existing traffic volumes

Concerns were expressed relating to the impacts that anticipated increases in traffic flows could have in terms of quality of life, village feel, pedestrian crossing ability, pedestrian safety, and impact on the property prices in general.

There were also concerns raised that an increase in traffic flows would impact the residents in terms of their commuting times and ease of driving to/from home, though there was an acceptance that the roads are currently congested during the peak commuting periods.

There were perceptions that the changes in junction layouts from roundabouts to signalised junctions would in fact cause more congestion, as the roundabouts were considered to operate well even at

peak times. Full modelling was requested to ensure that the correct option is taken forward in this respect to minimise future congestion at junctions.

NTA Response to Issue 3:

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

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

Public Consultation – Issue 4: Impact on Local Businesses

There were a large number of submissions that highlighted the potential impact on local businesses with respect to the proposals. These were generally driven by either removal of on-street parking and loading bays or perceived impacts on access to businesses along the route.

The submissions outlined access that the local communities currently have to businesses, be they shops, pubs, retail units, hairdressers, pharmacies, banks, business parks or gyms, and that they would be negatively impacted. The perception was that with the widening of carriageways and anticipated increases in the traffic flows, local accessibility either by walking or by a car, would prove more difficult than it presently is, causing a detrimental impact on the affected businesses.

NTA Response to Issue 4:

As part of the ongoing engagement with local communities and affected parties, we continue to meet with businesses along the route to understand their operational needs along with the loading, access and parking requirements. This approach should ensure all businesses have measures put in place to maintain necessary access, be this for deliveries, loading, or customer parking.

In addition, some of the commercial parking/loading bays along Drumcondra Avenue and Dorset Street have been retained and realigned to fit the proposed cycle lane and footpath.

Public Consultation – Issue 5: Community

A respondent raised concern that local businesses who contribute to the community in the form of donations or sponsoring a local football team would be affected by the restriction on access to their business. This could have a knock-on impact on the local community as those businesses would have less available funds to contribute to the local community.

There was a concern that the proposed two-way option tabled during the Public Consultation could reduce the property value in Santry. The widening of the carriageway along the Santry Village might give Swords Road a feel of 'motorway' through a village and would remove the village composition and feel. Residents feel they will no longer be part of a community but will feel living alongside a 'motorway'. There was a perception that the privacy of residents would be impacted as the new bus lanes will be closer to residents' existing boundary (two-way traffic option).

Multiple residents living near the Gardiner Street and O'Connell Street suggested relocating the corridor to O'Connell Street instead of Gardiner Street as the proposal would increase traffic through a residential area which already experiences heavy traffic flows. Submissions also stated that the corridor passing through this area would increase severance.

NTA response to Issue 5

The submitted concerns around the potential impact of the proposals on neighbouring communities along the entire route have been considered further and have resulted in a number of additional local community engagement forums along the route. Concerns have been raised, and alternative solutions put forward by the community representatives, which have been considered and where possible, within the context of the project objectives, used to revise the scheme elements that have been identified as causing concern.

Gardiner Street and Mountjoy Square have been removed from the scope of the Swords to City Centre CBC scheme and will be dealt as a separate scheme. Gardiner Street remains an existing two-way route for general traffic, retaining the local community access to the businesses and St Francis Xavier Church.

Public Consultation – Issue 6: Safety/ Speed

The issue of perceived increase in the traffic speed was raised along the Swords corridor, with an anticipation that the enhanced bus routes would allow buses to travel at greater speeds, which would be less safe for the adjacent communities living along the corridor.

Issues of child safety were also highlighted around Mountjoy Square and Gardiner Street, as children play in the park. There was anecdotal evidence submitted that there have been issues in the past with children running between parked buses and into live traffic.

A safety/security concern was received from a local bank that they may not have access to parking nearby for cash deliveries.

There were also concerns over potential pedestrian safety impacts regarding the shared cycle and pedestrian areas.

NTA response to Issue 6:

Following review of the submissions received and further analysis a number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions is enhanced provision for vulnerable road users. Within the Preferred Route Option, along with general improvements to the vulnerable road user environment where possible, amendments have been made on certain key sections referred to in the submissions.

Cycling infrastructure across the scheme has been reviewed with additional cycle tracks being proposed, and improvements being made to junctions to provide improved facilities for pedestrians and cyclists.

Regarding the issues at Gardiner Street and Mountjoy Square, this section has been removed from the scope of the Swords to City Centre CBC scheme and will be dealt with as a separate scheme.

Public Consultation – Issue 7: Land Acquisition / Accommodation Works

One of the main issues, primarily highlighted by residents of Santry, is the potential impact on the existing property frontage and front gardens. This is tied to the widening of the existing carriageway to accommodate new bus and/or cycle lanes.

This issue is aligned to Issue 2 in relation to loss of on-street parking. There is a concern that land take required may remove presently accessible on-street parking or reduce off-street parking if considerable frontage of properties is acquired to build the Core Bus Corridor.

NTA response to Issue 7

Following review of the submissions received and further analysis, a number of sections along the route have been assessed and amended as part of the design development, many of which reduce the impact on private properties, particularly those with heritage value. The Preferred Route Option proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- *Through Santry Village, where we are aiming to minimise the impact on adjacent properties and other land parcels and are proactively engaging with landowners to ensure that their needs are understood. Where possible mitigation measures and appropriate accommodation works proposals are being proposed.*

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. The precise land take required for this scheme can only be determined at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.

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

Public Consultation – Issue 8: Construction Stage Issues

The construction stage issues were raised in terms of impacts on the local communities that the construction works may cause along this busy road. It was highlighted that in addition to the existing traffic issues, the construction works could result in an intolerable impact for the local residents.

There was concern that during construction along the Swords Road, particularly near the Omni Park Shopping Centre, residents could be inconvenienced by the construction works in accessing their homes and going about their business.

NTA Response to Issue 8

As part of the design, construction planning and mitigation efforts will be developed to minimise the impact of any construction activities. It is acknowledged that this corridor will need to be maintained as an operational route during construction. As such, measures will be put in place to minimise the impact on general traffic, while maintaining the safety of road users and the construction teams at all times.

The potential impact of the scheme in relation to construction impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Public Consultation – Issue 9: Bus Stops and Bus Services/ Network

The concerns raised regarding the Bus Stops and Bus services covered a number of issues as summarised below:

- the detrimental impact on communities resulting from an increase in number of buses anticipated along the route;
- moving of buses closer to properties due to widening the carriageway;
- with new dedicated bus lanes, buses would be driving at faster speeds along the road adjacent to properties and pedestrians;

Some of the responses highlighting bus issues also included comments on the Dublin Area Bus Network Redesign consultation as a number of references were made to the impact that changing routes and bus stop locations would have on their communities and travel. One particular issue that was raised a number of times was the desire that Bus Stop 85 on Drumcondra Rd / Home Farm Road is retained. Similarly, there were a number of comments requesting that Bus Routes 1, 11, 16, 43, 102, 120, and 122 are also retained.

There is a concern that the Swords to City Centre corridor does not extend to O'Connell Street. It is understood by the public that O'Connell Street experiences heavy traffic, but respondents would consider it logical to have a direct bus route from the airport serving the City's main street. Locals living near O'Connell Street have also suggested relocating the corridor to O'Connell Street.

Requests were made that improvements to interchanges with the DART, LUAS and orbital routes be implemented. Large bus shelters should be provided where interchanges exist to accommodate a greater number of passengers. Sheffield Stands should be provided near bus stops to promote public transit.

One response commented that the scheme is not necessary as the Metro North has been proposed to serve the northern portion of the corridor.

NTA Response to Issue 9

The issues highlighted above relate to the BusConnects Bus Network Redesign which is subject to a separate public consultation process

Issue 10: Landscaping

The principal comments in respect of landscaping were in relation to loss of trees. A number of responses highlighted that the loss of mature trees along the route cannot be mitigated against in terms of visual impact or character of an area. This would lead to the irreversible alteration of the natural streetscape for residents. It was considered that trees provide environmental benefits for the whole route given the high volumes of daily traffic on the Swords road.

Drumcondra Avenue was highlighted in a number of responses as being an avenue of mature trees that would be irreplaceable.

Residents are also opposed to any modification to the existing wall and railing between the N1 and Swords Road.

NTA Response to Issue 10

The concept design has been reviewed and developed further to retain existing trees where feasible. The design has aimed to retain the mature trees along Drumcondra Avenue. As part of the PRO, existing trees have been retained along short sections of Dorset Street.

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

Issue 11: Air Pollution

The submissions relating to air pollution can be split into three main strands. The first is the increase in traffic that is perceived as coming from an increased road cross section. There was concern that an additional bus lane and the associated volume of buses could cause further noise and air pollution on Swords Road through Santry.

Secondly, a general public view was that tree removal could have an impact on the ability of the environment to recycle the pollutants in the air. The removal of trees and gardens has also increased concern regarding air and noise pollution as the trees are perceived to currently provide screening.

Lastly, a few submissions expressed concern about directing a large volume of diesel buses through a densely populated residential area along Gardiner Street. A number of submissions contended that increased road space for diesel buses is inconsistent with carbon reduction proposals and would cause general air pollution for residential areas.

NTA response to Issue 11:

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

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

Gardiner Street and Mountjoy Square have been removed from the scope of the Swords to City Centre CBC scheme and will be dealt with as a separate scheme.

Issue 12: Cyclists and Cycling Provision

It was contended in a number of responses that cycling infrastructure on the Swords corridor, particularly around Drumcondra, Dorset Street, Gardiner Street and Mountjoy Square, requires considerable upgrade to ensure it is a viable alternative with full segregation provided.

A number of submissions noted that a many schoolchildren already cycle along parts of this route to school. The concern is that in the event of more traffic on the roads, these cycle routes and associated junctions should be made more attractive to serve this demographic.

A number of submissions also considered that cycling is currently inaccessible to less confident cyclists. The submissions requested that measures be implemented to make cycling through the city more inclusive and attractive to the whole of the population, irrespective of ability or age.

Some submissions also highlighted that cycling provision should override commercial interests, as the provision of safer cycling routes through the City Centre would improve the attractiveness of the whole inner city in terms of access and safety. Dorset Street was highlighted as a particularly unsafe cycling route.

There were requests to consider the alignment of the cycle path at Shantallah Road bridge, for the purpose of maintaining shrubbery to dilute noise pollution from the M50/N1 and reducing anti-social behaviour.

Concerns were raised on the alternate offline cycle route in Santry due to safety concerns for the cyclists. Objections were raised on the alternate segregated cycle route along the Santry bypass.

It was requested by multiple submissions to consider bike priority in the form of Dutch Cycle junctions or the proposal of the Five Lamps junction.

Five Lamps Junction proposal along North Strand

Multiple responses sought to have the cycle paths between the footpath and loading bays or bus stops in the form of 'island' bus stops where space is available to increase safety for cyclists and pedestrians. A number of submissions highlighted dissatisfaction with bus islands as the conflict point between cyclists and pedestrians, particularly elderly or disabled, was a cause for safety concern.

Concern was raised regarding continuous and appropriate width cycle facilities along Drumcondra Road.

There were multiple requests that any cycle path along the Santry bypass be securely fenced from the existing rear yard of properties. The concern was that the absence of fencing could leave these homes exposed to potential burglary.

One submission requested that consideration be given to a pedestrian and cycle bridge over the N1/M50 at Coolock Lane.

NTA response to Issue 12:

Following review of the submissions received and further analysis a number of sections along the route have been assessed and amended as part of the design development, many of which address concerns raised regarding cycling. Within the Preferred Route Option, amendments have been made on certain key sections referred to in the submissions.

The scheme has been modified to provide segregated cycle lanes throughout the length of the scheme, with an exception of Santry village, where an alternate cycle route is being proposed through Lorcan and Shanrath Roads as a quiet street. This replaces the cycle track located adjacent to the N50 in the emerging preferred route.

Gardiner Street and Mountjoy Square have been removed from the scope of the Swords to City Centre CBC scheme and will be dealt with as a separate scheme.

Issue 13: Noise / Vibrations

Concerns were raised regarding the potential for increased noise and associated discomfort on Swords Road with the proposals to widen the cross section and move the running lanes closer to properties. Vibrations from traffic, and buses in particular, were also raised as an issue by the public.

Aligned to Issue 8 above, there were also a number of comments that highlighted the potential impact of vibrations on properties during construction.

It was also noted that properties within the North Georgian Core which are protected structures are unable to alter the current single glazed sash windows to provide for better noise mitigation and would be unable to avail of any noise mitigation proposals around improved windows.

NTA response to Issue 13

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

The potential impact of the scheme in relation to Noise impacts will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for noise generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Gardiner Street and Mountjoy Square have been removed from the scope of the Swords to City Centre CBC scheme and will be dealt with as a separate scheme.

Issue 14: Unsuitable Design Solutions

Comments that queried whether the proposals would work or not were recorded under Unsuitable Design Solutions. These normally also highlighted more discrete issues which have been captured above.

NTA response to Issue 14

A key element of the consultation process is to invite comments from the public which can provide knowledge and insight as to the local issues present along the routes. We have made changes in response to the suggestions that have been made to date and will continue to do so as the development of the scheme continues.

Issue 15: Heritage / Conservation

While this issue did not account for the greatest number of submissions, the submissions received were detailed and included professional reports procured by affected residents' groups. These outlined, amongst other things, the impact on historical frontage elements that may be impacted by

the emerging preferred route, potentially affected local community practices, and the impact on areas of conservation.

Along the entire route there may be sections of frontage potentially affected by widening proposals. Some railings and walls have been highlighted as heritage elements that require consideration. One submission outlined the infrastructure along the route through Santry Village that has stood “for over 200 years”.

A repeated concern in submissions, was the impact that the proposal may have around Gardiner Street and Mountjoy Square, which is part of the North Georgian Core, an Architectural Conservation Area which is on the Irish Government’s proposed list for UNESCO World Heritage designation. The submissions made comment that beyond transport engineering, the development of the routes and services needs to take account of the social and community issues.

There was concern that extra traffic around Gardiner Street could cause structural damage to listed Georgian buildings. In particular, as a large number of these properties are protected structures, the single glazed sash windows on their frontage cannot be altered due to the protected designation. Additional traffic noise along these streets could not easily be mitigated unlike other properties.

It was also noted that funeral processions from Saint Francis Xavier Church on Upper Gardiner Street require street access for the funeral cortege.

NTA response to Issue 15

It is noted that the primary concern is along Santry village where there is land take in front of gardens and boundary walls due to the development of the two-way option and impact on Santry Demesne wall. The design at Santry is being developed in detail to address these issues and minimise the impact. The PRO has been developed to retain the mature trees situated along Drumcondra Avenue and Dorset Street and the design is being further developed to improve the public realm along the entire corridor.

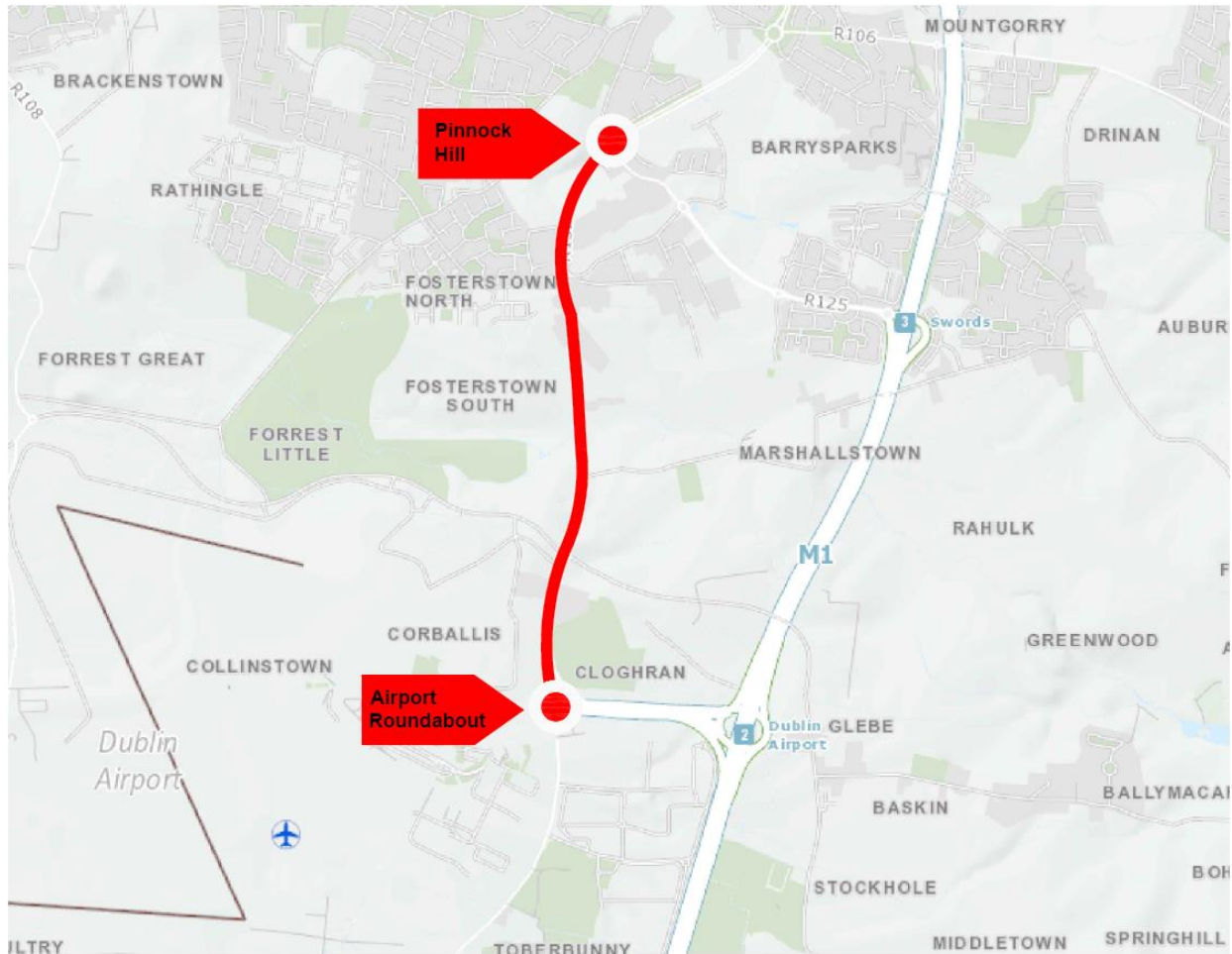
Gardiner Street and Mountjoy Square have been removed from the scope of the Swords to City Centre CBC scheme and will be dealt with as a separate scheme.

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

APPENDIX A

SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

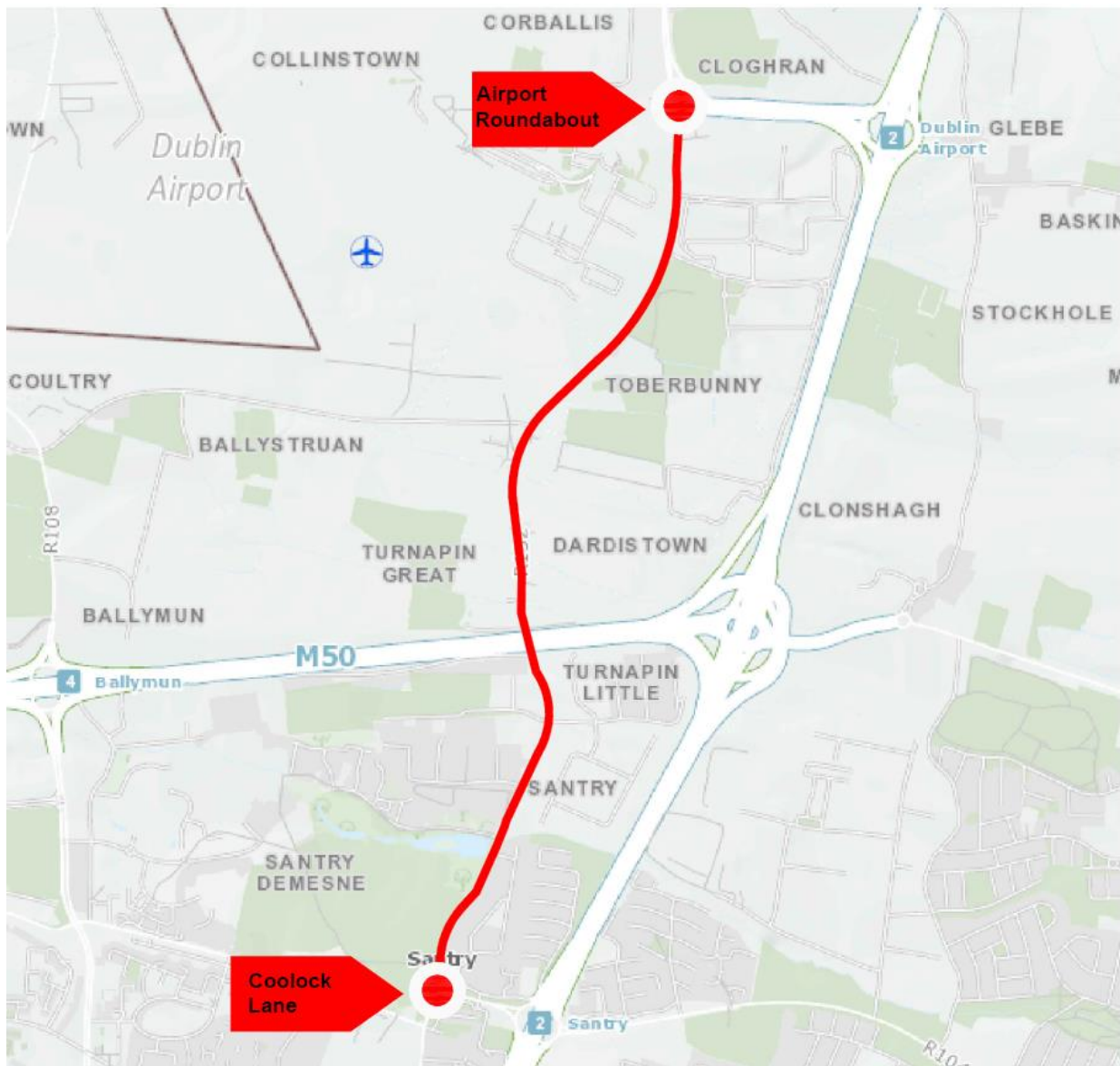
Section 1 Pinnock Hill to Airport Roundabout



Main comments noted were the following:

- Access to properties and businesses
- Impact on the existing bus services
- Acquisition of property frontage for road widening
- Air pollution
- Impact on community from bus route changes
- Impact on safety of anticipated increase on road traffic speed
- Increase in overall traffic volume

Section 2 Airport Roundabout to Coolock Lane Junction



Main comments noted were the following:

- Acquisition of lands for road widening along the Swords Rd, particularly the heritage impact on the old Domville Estate wall (Santry Park) and associated trees
- Impact on access and parking for residents along Swords Rd
- Air pollution
- Impact on local community due to severance
- Impact on local businesses from widening or cross section
- Safety of public resulting from anticipated faster speeds on Swords Rd
- Objections to the off-route cycle path through Oak Park Estate as children play in the area

- Reorganisation of bus stops along the route which will alter the presently used and accepted layouts
- Noise and vibration impacts on adjacent properties along Swords Rd during construction, and once bus lanes are operational
- Removal of mature trees strongly opposed

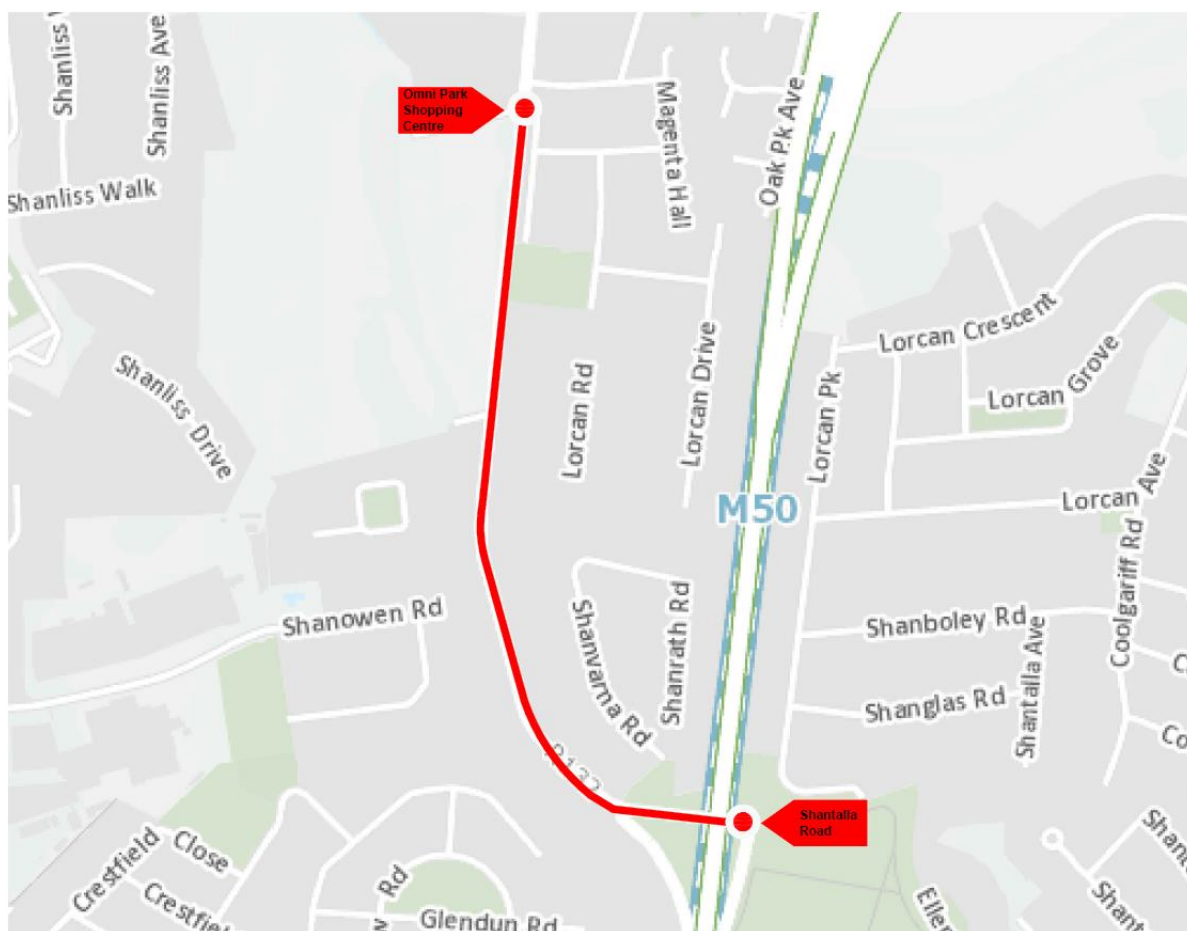
Section 3 Coolock Lane Junction to Omni Park Shopping Centre Entrance



Main comments noted were the following:

- A need to have full engagement with affected landowners with respect to any CPO
- Access and parking to the houses along the Swords Rd which will be considerably impacts by the proposals and road widening
- The impact the one-way system would have on the local population and the inconvenience it would cause for travel
- The negative impact the alternative two-way system would have on properties along the route
- The anticipated increase in vehicle speed following the introduction of bus lanes along Swords Rd
- The overall increase in traffic volumes anticipated by providing additional traffic lanes to accommodate more bus services
- The impact on local residential areas due to rat running as a result of the imposed new traffic systems

Section 4 Omni Park Shopping Centre Entrance to Shantalla Road Junction

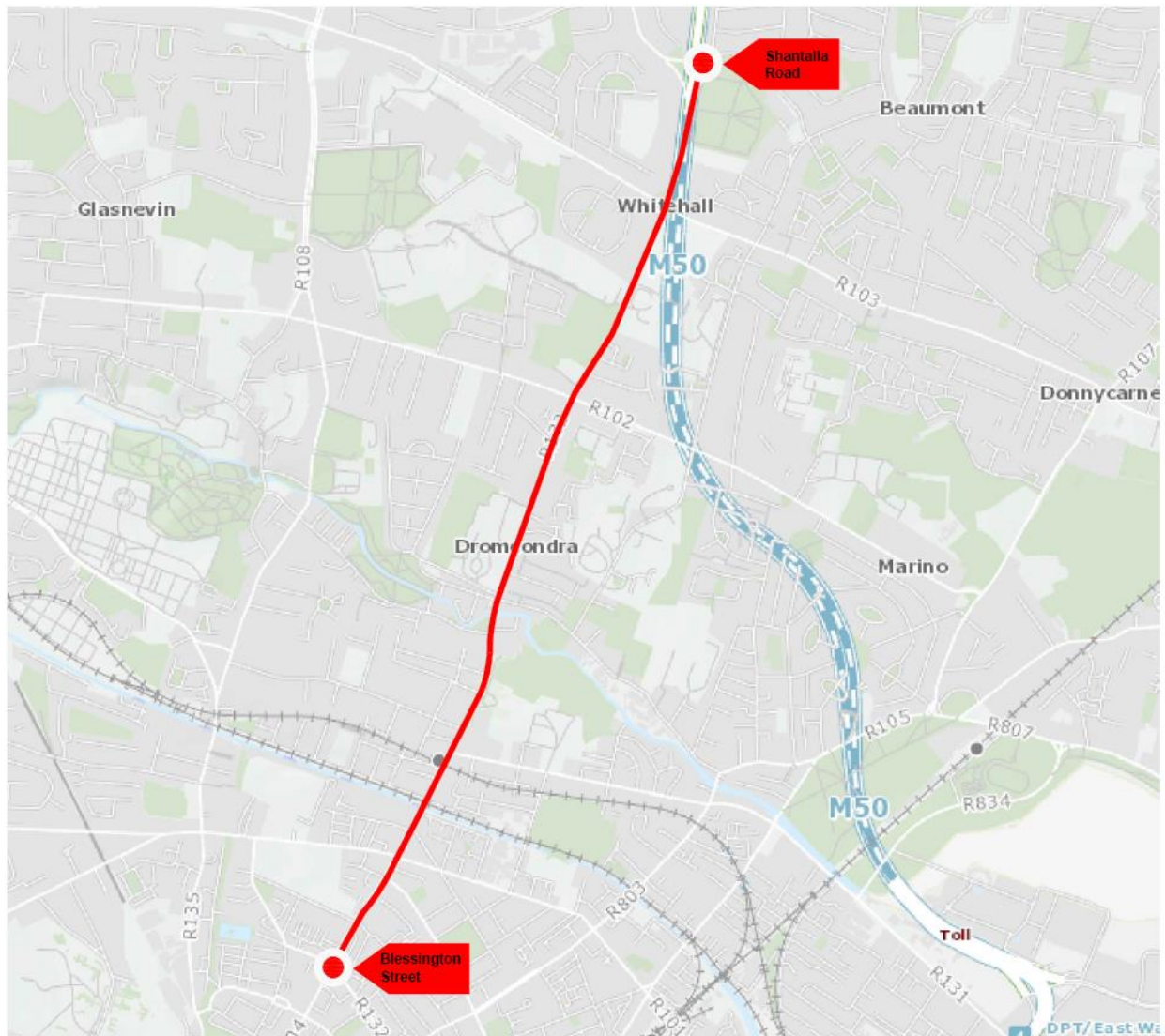


Main comments noted were the following:

- The impact of the proposed one-way system on local access for residents, and in terms of commuting routes to and from the area
- Rat running through the Lorcan Rd / Lorcan Drive / Shanrath Rd area due to the imposition of the one-way system
- Rerouting of congested traffic from Oscar Traynor Rd to Shantalla Rd as a result of the proposed M1 off-slip
- Loss of on-street parking for residents along the Swords Rd
- Impact on the Santry Village area for the local community, in terms of increased traffic running through the heart of the village, increased feel of severance, residents feeling cut off from local amenities, and overall change to village feel
- Impact on local businesses, both in the Omni Park, and along the Swords Rd, considered to be considerable due to change in access for private cars and pedestrians

- Overall perceived increase in traffic volumes resulting from more road space being created
- Concern that one-way diversion for City Centre bound traffic along M50 could mean certain drivers and vehicles could not use this route, and may have to take a more circuitous route heading south
- Construction stage impacts on local residents would be considerable along this section of Swords Rd, and would also negatively impact on the access to the Omni Park Shopping Centre, potentially impacting on businesses there
- A concern that traffic coming from Santry Avenue / Ballymun will not be able to turn right onto Swords Rd, causing further tailbacks along Santry Avenue
- Access to the M1 via current flyover will become even worse due to increased traffic attempting to join here from diversion
- Concern over access for emergency services if one-way system implemented
- Concern that deliveries for Omni Park Shopping Centre could start to use local roads to find easier route
- Worries about property prices resulting from road being moved closer to homes

Section 5 Shantalla Road Junction to Blessington Street

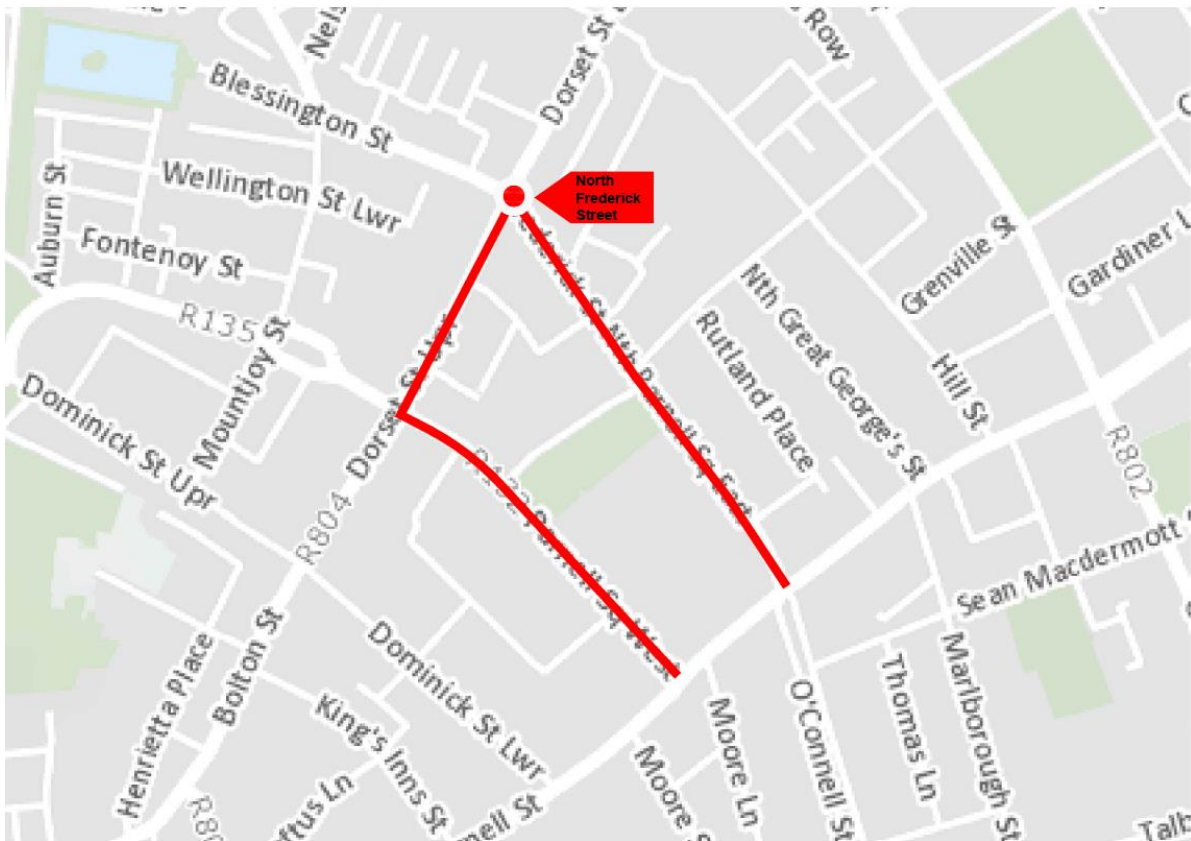


Main comments noted were the following:

- Impact on removal of bus routes and specifically bus stop 85 made by a number of submissions, specifically as it relates the older community
- Concern that moving the outward bus stop at Drumcondra Road Lower closer to Hollybank Road could potentially block the Hollybank Road junction if more than one bus is there
- Turn restrictions mean Belvedere Road would become the main car access to City Centre from Drumcondra / Santry direction
- Bus island layouts in Drumcondra and City Centre need more consideration as not considered safe. Drumcondra area is home to a school for visually impaired children, a home for elderly adults and the NCBI training unit for those with visual impairments – all have issues with bus islands and access to bus stops

- Air pollution is a greater concern to respondents the more one moves towards the City Centre. The volumes of traffic already endured here mean respondents are acutely aware of air pollution
- The impact of further increasing traffic, widening the roads, and reducing current footpath widths through Drumcondra is seen as a large negative for the local communities by reducing the feel of an urban village
- Once more, the speed of vehicles anticipated by reduced congestion along priority bus routes is seen as an unsafe by-product to residents
- Removal of loading bays and on-street parking is seen as being a negative impact on local businesses
- Safe provision for cyclists along this route has been highlighted as the length from Drumcondra through Dorset Street is seen as very poor in terms of carriageway standard and congested road space with HGVs / buses
- This needs to still maintain adequate provision for pedestrians as well in the overall road cross section, allowing for prams and wheelchairs on the footpaths
- Increased noise from traffic is anticipated which requires considerate routing given the high occupancy of a number of streets in the City Centre that are directly adjacent to the carriageway
- Potential Impact on mature trees along the route has been raised as a major concern
- Safety for children has also been raised as there are a number of urban parks and playgrounds along this area which will now have more traffic running along them

Section 6 North Frederick Street to Parnell Square



Main comments noted were the following:

- Air pollution is seen as a major issue in this part of the scheme, and the proposals for more buses, which are run on diesel and seen to be very harmful, is not appreciated by residents
- The local communities in these areas feel that though located in the City Centre, there is a disconnect from the nearby City due to the area being used primarily to funnel traffic through. Any proposals need to enhance and restore the sense of community, and to provide better connections to the wider city - there is little or no provision for bus stops for residents of Mountjoy Square
- The importance of the Architectural Conservation Area was highlighted a number of times in terms of needing to limit the impact on the protected structures and the wider environment
- Mitigation for noise will be difficult as a large number of homes cannot replace the current single glazed sash windows due to protection orders
- Restrictions on traffic movements for private cars is seen as leading to future congestion issues as traffic is rerouted to alternative roads and junctions, which will now impact on presently quieter residential streets
- Safety for children has also been raised as there are a number of urban parks and playgrounds along this area which will now have more traffic running along them

- There is a concern that Mountjoy Square could become an island surrounded by traffic
- Removal of cycle lanes along Gardiner Street seen as a real issue, given the Route proposals to increase cycle provision
- Pedestrian crossings are needed on Mountjoy Square to accommodate the large number of families and children using the adjacent schools and park

Multiple Sections throughout along the Route

Main comments noted were the following:

- Overall query around the need for the scheme, given the cost and the fact that Metro North will serve a similar catchment
- Business impacts, devaluation of property and loss of both private and on street public parking in the vicinity of the Route
- Cycle lanes which are separated from heavy traffic to be provided along the route. Increasing the health and safety of the population, while making cycling accessible to users of all abilities, will encourage more people to cycle
- Consideration to be given to emergency vehicles in areas of wither one-way system, or prohibition of turns at junctions
- General reason behind increasing bus usage not understood when they are predominantly diesel vehicles that produce pollution. Separately, comments were that zero emission electric buses need to be rolled out across the network to reduce emissions
- General complaints about removal of mature trees along the whole route (and wider programme). This would be an action that would be impossible to mitigate, given the benefit the trees have in terms of noise and air quality mitigation from the already heavy traffic, and the visual amenity they provide to the areas they are located in
- General support for the need to tackle congestion and public transport uptake across the city
- More use should be made of the underused Port Tunnel to move traffic from the City Centre to the north, removing it entirely from the local roads if they do not need to pass through the local areas
- Secure cycle parking facilities along the route would open up usership considerably
- Dropped kerbs can be dangerous to vulnerable pedestrians – there needs to a proper consideration of the shared spaces and how the users will interact. In general, shared spaces for pedestrians and cyclists are seen as dangerous given how fast cyclists go and how much they can be seen to dominate the space
- Bus islands are a major source of concern for certain user groups, but are favoured by cyclists
- Further consideration needs to be given to the layout at junctions, and how the cycle and car users will interact.



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