

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 5 - Blanchardstown to City Centre

Emerging Preferred Route -  
Public Consultation Report  
2018/2019

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## Contents

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	Page
<b>1</b>	<b>Executive Summary</b> <b>1</b>
1.1	Objective of the Scheme 1
1.2	Purpose of the Non-Statutory Public Consultation 1
1.3	Public Consultation Process for BusConnects 3
1.4	Information Provided in Public Consultation 5
1.5	Submissions Received 5
1.6	Principal Issues Raised 5
<b>2</b>	<b>Introduction</b> <b>6</b>
<b>3</b>	<b>Approach to Assessing the Submission</b> <b>6</b>
<b>4</b>	<b>Analysis of Issues Raised by Section</b> <b>7</b>
<b>5</b>	<b>Profile of Those Making Submissions:</b> <b>9</b>
<b>6</b>	<b>Themes Raised in the Submissions</b> <b>9</b>
<b>7</b>	<b>Summary of the Main Issues Raised</b> <b>10</b>

## Appendices

### Appendix A

Summary of Issues Raised by Route Section

# 1 Executive Summary

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## 1.1 Objective of the Scheme

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

This report focuses on the Core Bus Corridor which runs from Blanchardstown 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 website:

*The National Transport Authority (NTA) has today unveiled details of phase one of the BusConnects Core Bus Corridors project with the publication of the Emerging Preferred routes for four of the sixteen previously announced routes.*

*Routes in phase one of the project include Clongriffin to the city centre; Swords to the city centre; Blanchardstown to the city centre; and Lucan to the city centre. A public consultation is now underway on the Emerging Preferred Routes on those four corridors.*

*Announced in June of this year as part of the BusConnects programme to transform Dublin's bus system, the Core Bus Corridors project will see the provision of 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in Dublin. Currently, on the busiest bus routes, bus lanes are only in place for one third of the corridors. This means that for most of the journey, buses are competing for space with general traffic and are affected by increasing levels of congestion.*

*On the four corridors unveiled today, annual passenger growth in Dublin Bus services has increased by up to 14% in the period 2015 to 2017 with millions of passenger journeys taking place on each of these corridors each year. We need to respond to the congestion issue and create journey time savings for both existing and new bus users.*

*Given the scale and extent of the Core Bus Corridors project, the NTA is undertaking the public consultation on the corridor proposals on a phased basis. The Emerging Preferred Routes for the first group of four corridors are being published today.*

*All of those property owners potentially affected by today's phase one announcement have been notified by post and a one-to-one meeting is being*

*offered with each of those potentially impacted. Community information sessions will also be held along the four routes in early January 2019, with the consultation period being extended to Friday 15th February 2019 to take into consideration Christmas.*

*Anne Graham, CEO of the NTA said: “As part of the development of the Transport Strategy for the Greater Dublin Area (GDA), the NTA identified the key sixteen routes where the demand for travel necessitates significant levels of infrastructural investment in order to minimise delays to bus services. The delivery of continuous bus lanes along Dublin’s busiest bus corridors became a core pillar of the BusConnects programme. Through the National Development Plan 2018-2027, funding is now in place to progress with the project.”*

*“With the city set to grow by 25% by 2040, the level of congestion will increase, and people’s quality of life will be eroded unless we take the appropriate actions now. The long-term viability of the city, its environment and all the surrounding communities and counties will suffer. Unless we transform our transport infrastructure, travelling by bus will become slower, less reliable and more frustrating for the increasing numbers wishing to use sustainable transport in and out of the city.”*

*“Moreover, cycling across the city will also become more hazardous for the increasing number of cyclists in the city. People want to cycle, and they also want the cycling option for children to be able to cycle safely in their local areas and communities. Over 200kms of dedicated cycle tracks and lanes will be delivered as part of this project, transforming cycling for everyone and making it a genuine option for people – for work, for leisure, for weekends and to school and college.”*

*“The BusConnects Core Bus Corridors project provides a solution to the challenges of congestion, sustainability and safety. By putting in place modern infrastructure to allow continuous bus priority and segregated cycle lanes, we can meet the future transport needs of the people of Dublin. This project will create journey time savings of up to 40-50% of the current times people have to spend on buses.”*

*“Our announcement today is the first in a three-step process giving details of the Emerging Preferred Route for each corridor. Although the Core Bus Corridors project is ambitious, it is needed now more than ever. Some of the decisions that need to be made may be difficult, but they are being made to enable bus journeys to be fast, reliable, punctual and convenient for passengers in Dublin.”*

*“We are acutely aware that a project such as this will have impacts for people who live on these bus corridors. As such, the 345 property owners who may be potentially affected by the first four corridors have been notified and we are in the process of engaging each of those in one-to-one meetings. The proposals we have put forward are not fixed or finalised. Only when we have engaged with those affected and with the general public will we decide on final preferred routes for each corridor.*

*“Today marks the beginning of a two-way dialogue with community residents and leaders. During the course of the project we are committed to establishing a*

*Community Forum along each of the sixteen routes that enables us to listen directly to local concerns and to keep them informed and engaged.*

*“As part of that dialogue we intend to explore how we can create attractive local environments at key urban centres along each corridor. Through careful design we want to enhance those key centres with the provision of attractive landscaping, lighting, seating and other features that are appropriate for the areas. To achieve this, we will engage extensively with the relevant local authority and with local communities.*

*“The public consultation is an opportunity for the people of Dublin to have their say on each of the Core Bus Corridors proposed. We want to hear from them and whether the proposed route layout will work for them and, if not, what changes would they choose to make. Because it is important for people to realise that something needs to be done and not doing anything is not an option when it is expected that the 1.2 million population in the Greater Dublin Area will grow to 1.5 million by 2040.”*

### 1.3 Public Consultation Process for BusConnects

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

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

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

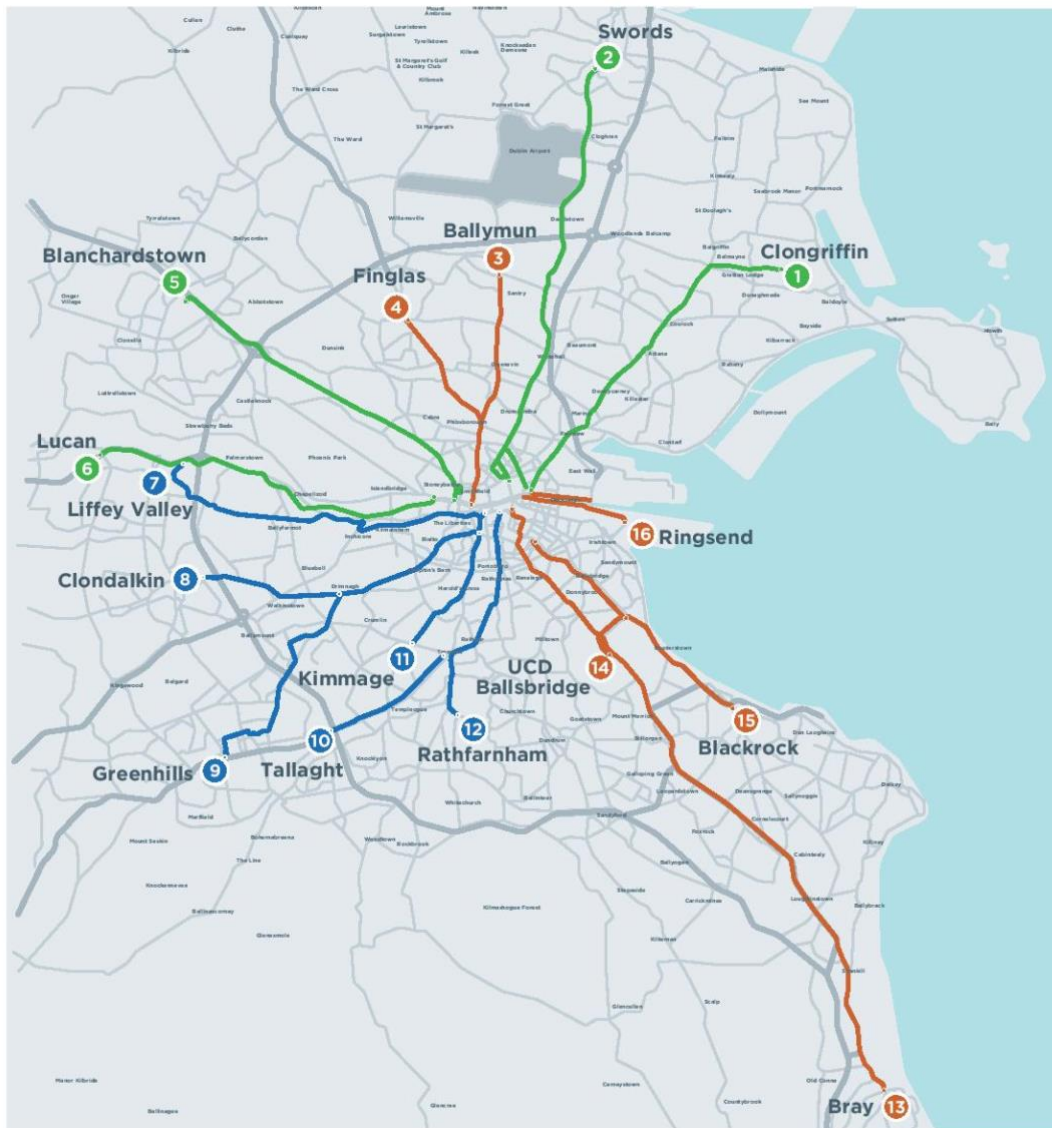
Phase 2: 23<sup>rd</sup> January 2019 to 30<sup>th</sup> April 2019

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

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

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

The location of each of the Core Bus Corridors emerging preferred routes can be seen below in Figure 1. The Blanchardstown to City Centre route is designated as Core Bus Corridor 5.



**Figure 1: Radial Core Bus Corridors Emerging Preferred Routes.**

## 1.4 Information Provided in Public Consultation

The Public Consultation document 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:

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

The additional supporting information on the website included:

- Blanchardstown Interchange Hub – Options Assessment Report;
- Blanchardstown Town Centre to the Liffey Quays (Ellis Quay) CBC – Route Options Assessment Report including Appendices; and
- Design option drawings for various route sections.

## 1.5 Submissions Received

There were **542** submissions received for the Blanchardstown to City Centre Core Bus Corridor. These submissions ranged from personal submissions sent in by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

## 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) Traffic Issues Associated with Proposed Traffic Management Measures
- 2) Removal of Trees
- 3) Inadequacies in Consultation Process
- 4) Reduction in Pedestrian Space
- 5) Rationalisation of Bus Services
- 6) Proposed Land Acquisition
- 7) Loss of Parking
- 8) Loss of Public Space
- 9) Cyclist Safety / Inadequate Provision for Cyclists
- 10) Vehicular access to Property

- 11) Loss of Access to Local Amenities
- 12) Increased Air and Noise Pollution
- 13) Increased Anti-Social Behaviour

## 2 Introduction

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Consultation on the Blanchardstown to City Centre emerging preferred route commenced for a period of four and a half months, between the 14<sup>th</sup> November 2018 and the 29<sup>th</sup> March 2019.

Every property owner potentially affected by the proposals was notified by post (in November 2018) and a one-to-one meeting was offered in each case.

Public information event was held at the following locations

- Crowne Plaza, Blanchardstown, Tuesday 15<sup>th</sup> January.
- The Gresham Hotel, Upper O'Connell St. Thursday 17<sup>th</sup> January

A Community Forum Event was held at the following location:

- Crowne Plaza Hotel, Wednesday 12<sup>th</sup> December 2018
- The Ashling Hotel, Tuesday 5<sup>th</sup> February 2019
- Crowne Plaza Hotel, Tuesday 10<sup>th</sup> September 2019

Copies of the Study were available from the reception of the Authority's office and the report was available for downloading from the Authority's web site. The Public Consultation Document was accompanied by a number of background technical reports available for downloading from the website.

An advertisement was placed in the Irish Independent on the 14<sup>th</sup> November 2018 inviting interested parties to make a written submission relating to the content of the Blanchardstown to City Centre Core Bus Corridor. Submissions could be made by post; by email; by using a form on the Authority's website; or directly to the Authority's offices.

## 3 Approach to Assessing the Submission

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The review of the submissions commenced in June 2019 once the consultation period for all three phases had closed. The NTA received 542 submissions for the Blanchardstown to City Centre emerging preferred route, from 14<sup>th</sup> November 2018 until 29<sup>th</sup> March 2019. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

All 542 submissions were entered into a database. Of the total submissions, two of the files were corrupted, and therefore indecipherable and a further two included attachments relating to a previous submission (i.e. duplicates). Therefore, a total of 538 submissions were assessed.



Of the total number of submissions, there were 2 submissions with multiple signatures:

- Stoneybatter Pride of Place (representing 500 people); and
- Residents of St. Joseph's Road (representing 28 people)

## 4 Analysis of Issues Raised by Section

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

- Section 1: Blanchardstown to the M50 (East)
- Section 2: The M50 (East) to Halfway House
- Section 3: Halfway House to Cabra
- Section 4: Cabra to the River Liffey

In addition to the four sections, submissions were also categorised as 'The Entire Scheme' where the submission referred to multiple areas, or the scheme as a whole.

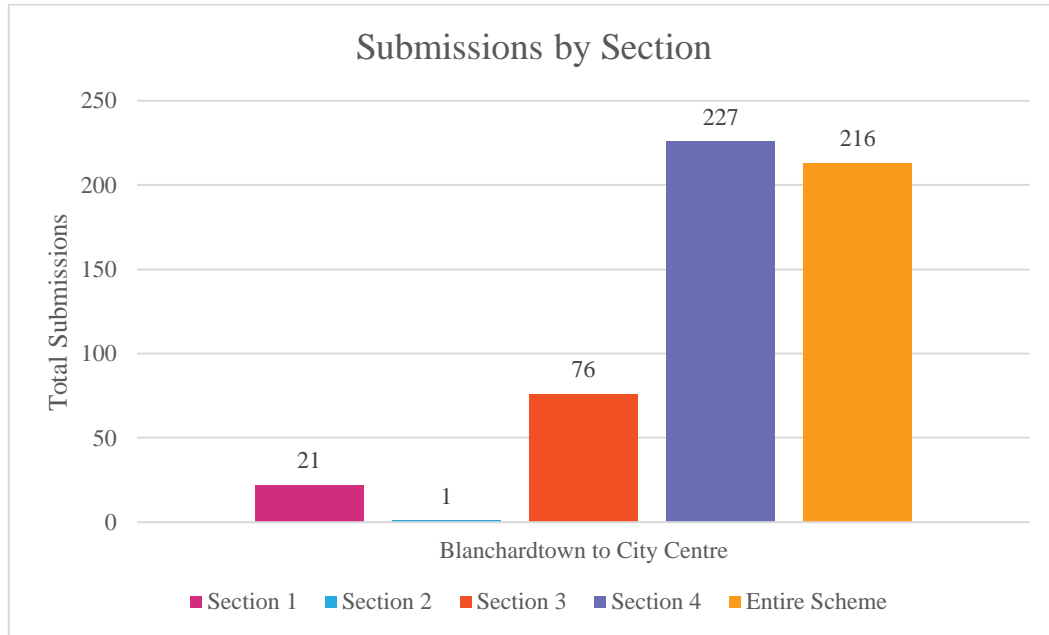


**Figure 2: Blanchardstown to City Centre Corridor Map**

The section attracting the most comments was Section 4 'Cabra to the River Liffey', which runs through the village of Stoneybatter. The 'Entire Scheme' received the second most submissions, with the majority of submissions logged under this heading being related to Section 3 and 4. Combined, submissions for

Section 4 and the ‘Entire Scheme’ accounted for 82% of all submissions. Section 3 ‘Halfway House to Cabra’ which runs through the Navan Road, accounted for a further 14% of the submissions. Finally, Section 1 ‘Blanchardstown to the M50 (East)’ accounted for 4% of submissions and Section 2 ‘The M50 (East) to Halfway House’ received 1 submission. The distribution of submissions, across the various sections of the scheme can be seen below in table 1 and table 2.

**Table 1: Distribution of Submissions per Section of the Blanchardstown to City Centre Core Bus Corridor.**



**Table 2: Number of Submissions per Section of the Blanchardstown to City Centre Core Bus Corridor.**

Section	Number of Comments	Percentage
1: Blanchardstown to the M50 (East)	21	4%
2: The M50 (East) to Halfway House	1	<1%
3: Halfway House to Cabra	76	14%
4: Cabra to the River Liffey	227	42%
The Entire Scheme	216	40%
<b>Total Assessed</b>	<b>542</b>	<b>100%</b>

## 5 Profile of Those Making Submissions:

Of the submissions received:

- 94% were from residents of the study area who were not directly impacted by the scheme and typically referred to local matters;
- 6% other.

## 6 Themes Raised in the Submissions

All 542 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 9 main themes were identified during this review process.

Theme	Frequency of Comments
Accessibility/ Traffic Impact	562 comments
Integration / Bus Network	292 comments
Land Acquisition	256 comments
Safety	252 comments
Environmental Issues	206 comments
Social Impact	151 comments
Economy / Impact on Local Business	55 comments
Heritage	34 comments

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

## 7 Summary of the Main Issues Raised

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

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

- 1) Traffic Issues Associated with Proposed Traffic Management Measures
- 2) Removal of Trees
- 3) Inadequacies in Consultation Process
- 4) Reduction in Pedestrian Space
- 5) Rationalisation of Bus Services
- 6) Proposed Land Acquisition
- 7) Loss of Parking
- 8) Loss of Public Space
- 9) Cyclist Safety / Inadequate Provision for Cyclists
- 10) Vehicular access to Property
- 11) Loss of Access to Local Amenities
- 12) Increased Air and Noise Pollution
- 13) Increased Anti-Social Behaviour

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

### Issue 1: Traffic Issues Associated with Proposed Traffic Management Measures

Residents were concerned that the proposed traffic management plans, in particular restricted movement through Stoneybatter and along Old Cabra Road, may cause increased levels of traffic on residential roads as well as creating congestion elsewhere on the road network. The main items raised under this topic were:

- Possible increase in traffic along Blackhorse Avenue which may become an alternative route into and out of the city for traffic currently travelling through Stoneybatter;
- Possible increase in traffic along various residential roads including Skreen Road, Nephin Road, Baggot Road, and Annamoe Road, St. Davids Terrace caused by traffic possibly finding alternative routes into and out of

the city. Many residents were concerned that these residential roads were not built for elevated traffic levels. Concerns were raised over the safety for residents on these residential roads as well the potential negative impact on their quality of life;

- Potential inadequacy of roads in Stoneybatter (Aughrim Street / St. Josephs Road) to accommodate predicted increased traffic;
- Traffic restrictions on Old Cabra Road may restrict access to residential areas by car including Glenbeigh Road, Cabra Drive and Carragh Road.
- Possible increase in traffic along Cabra Road and increased traffic congestion in Phibsborough as a result of rerouted traffic. There were concerns that prohibiting traffic along the bus corridor may move the congestion problems and might create a ‘bottleneck’ on other roads, rather than solving the issue.

### ***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 of many of these design interventions are revised traffic management proposals. Within the PRO proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

-The junction North Circular Road/Cabra Road at St Peters Church will be modified to allow right turns from Cabra Road to North Circular Road and left turns from North Circular Road onto Cabra Road.

-The layout at the junction of the North Circular Road and Prussia Street/Old Cabra Road has been revised to enable local access from Prussia Street to Old Cabra Road

-The location of the bus gate at the junction of Manor Street/Prussia Street with Aughrim Street has been revised and will effectively limit Prussia Street to local access traffic, it will also remove general through southbound traffic from Aughrim Street and Manor Street.

-St Joseph’s Road will be modified to include a one-way section (in an eastbound direction) at its eastern end to exit only in order to avoid traffic using this street as a short-cut route.

- One way northbound general traffic regime is proposed on George’s Lane and the closure of Brunswick Street at the western end to through traffic is proposed to enhance cycle facility provision and rationalise traffic movement in the area.

- Turning ban from the North Circular Road onto Oxmantown Road introduced to restrict use of this route to bypass the proposed bus gate on Prussia Street.

- Traffic management measures such as turning restrictions at junctions or road

- Two way local access to the Old Cabra Road from the southern end up to Cabra Drive will not be effected under the PRO proposals. From Glenbeigh Road/Old

Cabra Road junction general traffic will only be permitted to travel northbound in the direction of Ratoath Road/Navan Road/Cabra Road junction. Access to Glenbeigh Road/Carragh Road from Blackhorse Avenue will be unaffected under the PRO proposals.

These 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.

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

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

## Issue 2: Removal of Trees

Residents were concerned that the removal of trees could negatively impact local biodiversity, reducing habitats and sources of food for birds and insects, and causing further divisions between local habitats.

Local communities were also concerned that the loss of trees on the Navan Road may impact on the sense of place and community in effect creating a ‘concrete jungle’.

Residents in The Paddock raised concern over the removal of trees between their houses and the N3 which currently acts as a visual and noise screen.

The local community was disappointed with the perceived lack of precise information available on the removal of trees along the bus corridor, such as which trees would be removed, would the trees be replaced etc.

### ***NTA Response to Issue 2***

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 the potential retention of a number of existing trees. Within the PRO proposal, along with general retention of trees where possible, amendments have been made on certain key sections referred to in the submissions, with the potential outcomes as follows:

- The number of trees which are proposed to be removed in between the M50 (East) to Halfway House section (section 2) of the corridor has reduced by approximately 45, and in particular, the junction layout at Ashtown Roundabout (at Halfway House) has been redesigned to retain the roundabout, enabling the trees on the central island to remain.
- The number of trees proposed to be removed along the Halfway House to Cabra section (Section 3) has reduced by approximately 90 trees – as a consequence of refinements to the scheme design along Navan Road.
- The number of trees proposed to be removed along the Cabra to River Liffey (Section 4) has reduced by approximately 20 trees, as a consequence of re-design of the proposed scheme along Old Cabra Road, Prussia Street, and Manor Street in Stoneybatter.

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

### Issue 3: Inadequacies in Consultation Process

Concern and disappointments were raised in relation to the public consultation process undertaken. The principal issues included the perceived;

- Lack of information available for those who do not have access online to content. Residents who do not have access to online content were limited in their ability to view consultation material and partake in the public consultation process;
- Lack of precise detail (such as area of land being acquired, number of, and which specific trees being removed, number of, and location of public parking spaces being removed etc.) relayed to landowners and businesses whose property might be affected by the proposals;
- Lack of knowledge about the local area and local traffic and transport by staff members present at the public consultation events

#### ***NTA Response to Issue 3***

This Core Bus Corridor received 542 Submissions and overall 13,000 submissions were received (for all corridors). On this CBC, in relation to the non-statutory public consultation there have been three Community Forums, and a significant number of both one to one meetings and meetings with residents groups during the development of the PRO.

Following this design development, a further round of non-statutory public consultation will be carried out to present these revised designs to the public. In tandem with this, representatives of local bodies will be regularly updated at Community Forum presentations. Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.



## Issue 4: Reduction in Pedestrian Space

Local residents, in Stoneybatter and along the Navan Road in particular, were concerned for the safety of vulnerable pedestrians (elderly, children, wheelchair users, buggy users) walking along the road, due to the reduction in footpath width in many places. Residents expressed concerns that the possible additional levels of traffic and possibly traffic speeds would further impact on pedestrian safety.

In addition, where bus stops were proposed to be moved there were concerns that the footpath would not be wide enough to facilitate large numbers of people waiting at the stop.

### *NTA response to Issue 4*

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, Within the PRO proposal, along with general improvements to the pedestrian environment where possible, amendments have been made on certain key sections referred to in the submissions, with the following key design developments

- While Ashtown Roundabout is now proposed to be maintained as a roundabout, controlled pedestrian crossings are now proposed on each approach to the junction improving pedestrian safety for pedestrians;
- Old Cabra Road near Glenbeigh Road where a pedestrian crossing has been added to the PRO proposals;
- Along Prussia Street, between North Circular Road and Tesco, increased footpath widths have been provided compared to the EPR proposals, providing a better pedestrian environment;
- At the junction of Aughrim Street and Manor Street where improved pedestrian footpaths and crossings have been incorporated into a holistic urban realm scheme in the heart of Stoneybatter;
- The revised carriageway layout along Manor Street provides an enhanced pedestrian environment.
- Manor Street where signalised crossings have been incorporated into a new signal-controlled junction at Kirwan Street / Manor Place,
- Brunswick Street North where the road is now proposed to be closed to general traffic with priority given to pedestrians and cyclists and provided for an urban realm improvement scheme.
- The eastern side of George's Lane where it is now proposed to retain existing public space.

The final designs will be rigorously assessed against all relevant design standards. In particular, Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

## Issue 5: Rationalisation of Bus Services

Several submissions highlighted the inconvenience that the alteration of bus services might cause, and in particular a concern was raised by bus commuters that they may have to take a number of buses instead of one bus journey. This was raised on a number of submissions with particular reference to the 122 route serving Ashington/Priory/Riverston.

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

The issues highlighted above relate to the BusConnects Bus Network Redesign which has been subject to a separate public consultation processes (the latest of which ran from October to December 2019).

## Issue 6: Proposed Land Acquisition

Many residents whose properties will be directly impacted by the proposed scheme raised concerns over the necessity to take their land and identified the impacts this land acquisition could possibly have on their quality of life (including loss of private amenity, loss of car parking and devaluation of property).

Submissions on land acquisition were also received from residents not necessarily directly impacted by the proposed scheme.

Residents on the Navan Road objected to a turning lane being introduced on the Navan Road onto Baggot Road that could result in land acquisition from properties in the immediate vicinity.

Many residents expressed disappointment that land acquisition might occur twice over the timescale of living in their house (previous land acquisition to facilitate other road works). They felt that this was both excessive and unfair.

### ***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, many of which reduce the impact on private properties. The PRO proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- The proposed turning lane being on the Navan Road onto Baggot Road has been removed, reducing the impact on a number private properties in this area
- Removed the proposed land acquisition Cabra Road Library.
- On Old Cabra Road the layout has been revised to significantly reduce the impact on a number private properties in this area.
- Removed the proposed land acquisition at Drumalee Grove by revising the junction design.
- Design refinements have resulted in a reduction in the number of properties now impacted on Old Cabra Road and Navan Road (with 18 properties no longer impacted).

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

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

## Issue 7: Loss of Parking

Concerns were raised over the proposed loss of private parking spaces, due to the additional overall road width necessary to accommodate traffic, bus, bicycle and pedestrian facilities, which reduced the size of some frontages / gardens along the proposed Bus Corridor. Most of these concerns were raised by local residents who were directly impacted by the possible acquisition of land. However other members of the community who were affected by the proposals, such as Our Lady Help of Christians Parish Church and a petrol station, also raised similar concerns.

In addition, the local community was concerned that there might not be sufficient public parking in order to accommodate the increased demand for parking, due to the loss of private parking. This was particularly evident along the Navan Road and in Stoneybatter.

It was also noted that the reduction in public and private parking in the area might discourage guests from visiting these areas which would have an impact on the community's standard of living.

It was also raised that local businesses along the bus corridor, and in particular Stoneybatter Village, could be negatively impacted by reduced public on-street car parking spaces on Prussia Street and Manor Street. The removal of loading bays could further negatively impact businesses.

### *NTA response to Issue 7*

The impact on public parking and loading, particularly within village centre areas, has been reviewed and the PRO proposes to minimise and/or mitigate the impact on local business owners and community members. The following changes are noted:

- The PRO proposes a number of changes to the street layout in Stoneybatter in response to comments raised by the public. Included in these proposals are improvements to the car parking/loading bay provision with better distribution of spaces through the village including the reintroduction of car parking/loading bay provision on the eastern side of Manor Street.
- The PRO also proposes improved cycle facilities. The interaction of cycle facilities with car parking has been carefully considered to ensure the safety of all

users with cycle tracks routed around the back of parking bays which improve the ease of parking.

- While there is some removal of car parking in the village, including the removal of parking is outside Kavanagh's pub (a new loading bay provided on Aughrim Street), this change provides for a significant enhancement in the public realm in the heart of Stoneybatter which would better facilitate community events in this area.

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 8: Loss of Public Space

Many submissions addressed the loss of green space at the junction of Manor Street, Prussia Street and Aughrim Street. Residents noted that this area is used as a hub during community events such as the Stoneybatter Festival. It felt that this area positively impacts the local residents, and its loss may have a significant negative impact on the development of the Village and the community. Residents were concerned that proposals might result in the area becoming a 'concrete jungle'.

In addition, residents felt that the reduction of green public space may have a negative impact on the environment, reducing the area of habitats and food sources for local species and limiting the positive impacts vegetation has on air quality.

### ***NTA Response to Issue 8***

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 the potential retention of and improvements to public space along the route, with potential outcomes as follows:

- Junction improvements to the Navan Road/Cabra Road/Ratoath Road junction will provide for increased public space/urban realm improvements.
- The proposals in Stoneybatter have been revised with a view to improving the public realm and pedestrian environment in the village. A key component of these proposals is the introduction of a Bus Gate in both directions at the Aughrim Street/ Manor Street junction. This proposal allows the overall road cross-section in this area to be rationalised (compared to the EPR) which in turn allows significant improvements to the public space in the heart of Stoneybatter.
- Modifications to the cross-section are proposed along Manor Street, with a northbound traffic lane and bus lane on Manor Street south of Manor Place merging into a single lane through the introduction of bus priority signals. This facilitates significantly improved cycling facilities and urban realm enhancements in this area.

- It is proposed to close Brunswick Street North to general traffic to enhance the cycling and pedestrian environment. This proposal provides additional urban realm opportunities at the southern end of Stoneybatter.

- The eastern side of George's Lane where it is now proposed to retain existing public space.

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 9: Cyclist Safety

Concerns were raised for cyclist safety in particular in areas where the cycle lane was ‘sandwiched’ between the car lane and bus lane. Many submissions expressed concerns that the proposed cycle lanes were unsafe and requested that the lanes were segregated further. Again, at junctions and roundabouts, residents requested that cycle lanes be prioritised, so as not to cause any safety issues.

Several submissions suggested improving existing cycle facilities, such as through Phoenix Park, along the Royal Canal, along Blackhorse Avenue, in lieu of widening the Navan Road. Other alternatives suggested providing a cycle route through Grangegorman.

### ***NTA Response to Issue 9***

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 cyclists. Segregated cycle tracks are provided along the whole corridor. Within the PRO proposal, amendments have been made on certain key sections with the following key design developments:

- Provision of dedicated one-way tracks on each side of Old Cabra Road in place the proposed two-way track on one side.
- Provision of cycle tracks in both directions on Manor Street (instead of a one-way provision only in the EPR). Where this interacts with on-street car parking, it is proposed to run cyclists behind parking bays further improving cycle safety.
- Provision of dedicated off-road cycle track on Brunswick Street North (which will be closed to through traffic) which will link to cycle tracks on Manor Street (to the north) and cycle tracks on George Lane and Queen Street.
- Introduction of protected cycle junction crossings along the route, which will significantly enhance cycle safety including the following major junctions:
  - Old Cabra Road/North Circular Road
  - Navan Road/Cabra Road/Ratoath Road
  - Ashtown Roundabout

The final designs will be rigorously assessed against all relevant design standards. In particular, Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

## Issue 10: Access to Property

Residents were concerned that the proposals might impact motorists entering or exiting their property. The reduction of frontage space would impair residents being able to turn in their driveway to face out, and that they would have to reverse onto the road. There was concern that this could leave residents with no option but to use public on-street parking, which could exacerbate the issue of reduced parking spaces on the bus corridor.

The re-location of bus stops was also noted as potentially impacting on residents' ability to access their properties with cars.

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

The NTA will ensure that individual property access is addressed at the detailed design stage with the particular issues raised above given specific attention. Any safety issues associated with property access will be addressed by the Road Safety Audit which shall be carried out as the design progresses.

Refinements to the design along Old Cabra Road have resulted in a reduction in the number of properties now impacted thereby reducing the potential impact of access to these properties.

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

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: Loss of Access to Local Amenities

Residents were concerned that pedestrians may be unable to access local amenities (such as the Church) due to unsafe conditions such as potential increased traffic speeds, traffic volumes and reduced footpath width. It was highlighted that these risks, combined with narrower footpaths generally, could also deter pedestrians from accessing Stoneybatter Village on foot.

A number of submissions raised concerns over the restriction of access to Old Cabra Road from the Navan Road and Stoneybatter and the effect this may have on severing access by car to local shops such as Lidl and Tesco.

These issues raised further concerns that the local community and local businesses might be negatively impacted.

### ***NTA Response to Issue 11***

At a local level, the updated junction design at Stoneybatter includes improvements to the urban realm; and provides cycle tracks in both directions and pedestrian crossings. This will allow for greater ease of access by sustainable transport to Stoneybatter Village. Other locations have been reviewed to address local access issues – and this includes a revised layout of the bus stop and layby adjacent to Our Lady Help of Christians Church on Navan Road, and change to bus stop location on Navan Road adjacent to Belvedere sports ground.

A further review has also been undertaken to ensure that local traffic can access key locations such as retail car parks and medical services. A comprehensive traffic management plan is proposed to manage traffic on the road network and to ensure that access to all essential amenities such as schools, retail centres and sports facilities is being retained. Access to these amenities by car will still be feasible, however motorists may have to take new routes to continue to use their private vehicles to access these amenities.

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

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



## Issue 12: Increased Air and Noise Pollution

Concerns were raised that an extra lane of traffic may lead to possible increased traffic levels along the Bus Corridor. Increased traffic levels might result in increased air pollution, in the form of nitrogen emissions from car exhausts of non-electric vehicles. The proposed removal of trees and green spaces could exacerbate the issue, as the natural vegetation currently absorbs toxins released from car exhausts. Residents raised concerns that possible increased traffic levels might result in higher levels of noise pollution. The removal of trees along the bus corridor could possibly increase noise levels further, due to the trees currently acting as a natural sound barrier.

Additional concerns that potential increased noise levels might impact the sleep quality and daily activities of residents was also raised.

### ***NTA Response to Issue 12***

Refinements to the design along Old Cabra Road have resulted in a reduction in road widening and a reduction in the number of properties now impacted thus reducing any potential for air quality or noise impacts for residents in this area.

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

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

### Issue 13: Increased Anti-Social Behaviour

Anti-social behaviour such as increased break ins and theft were raised as a concern in areas where additional bus stops and access lanes/permeability improvements have been proposed.

Specific concerns were raised by residents in Millstead regarding the proposed stairs/ramps to and from the proposed bus stops on the N3. Residents in these areas were concerned that this may increase anti-social behaviour as well as park and ride activity in their neighbourhood.

Concerns were also expressed, that possible increased traffic congestion and delays might negatively impact road user's behaviour, leading to safety concerns.

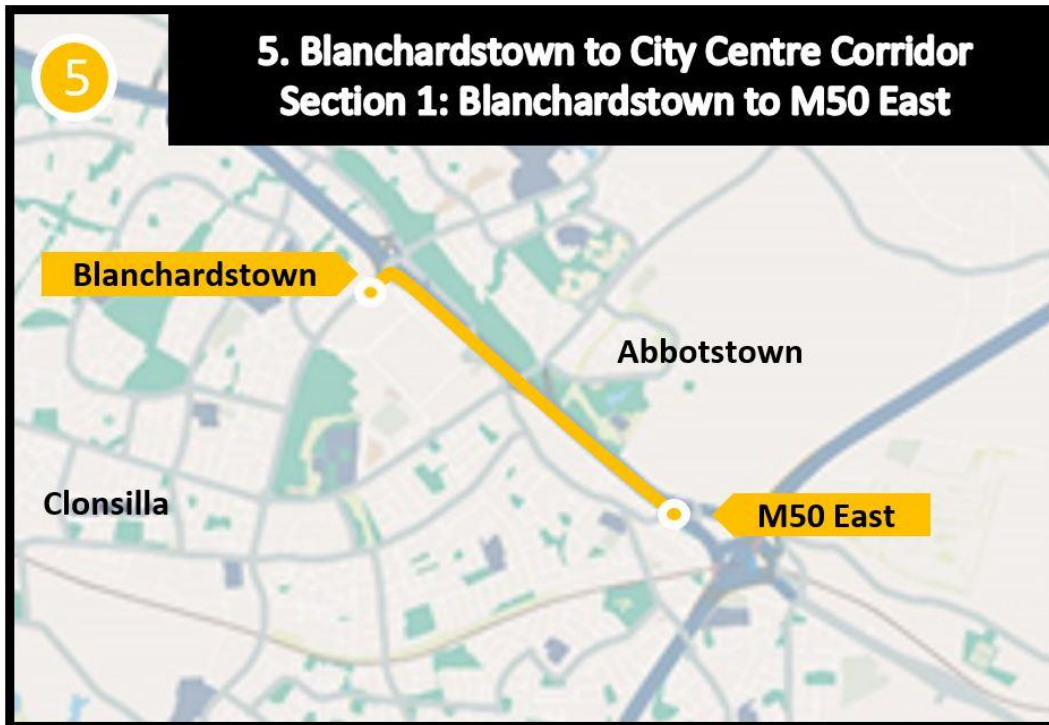
#### ***NTA Response to Issue 13***

An aim of the corridor scheme is to increase the attractiveness of the route for use by pedestrians (including bus users) and cyclists - whose increased numbers and presence will improve the perception of personal safety along the route. An upgrade of the road infrastructure, including street lighting will further improve safety and comfort for road users. CCTV will be considered in any isolated locations, to assist An Garda Síochána with enforcement.

## Appendix A

### Summary of Issues Raised by Route Section

## Section 1: Blanchardstown to the M50 (East)



**Figure 3: Section 1 Blanchardstown to M50 East**

The main comments observed within Section 1 include;

- Residents raised concerns that the cycling facility proposals were unsafe through the shopping centre, at the Snugborough Road Interchange and the M50 Junction.

### Blanchardstown Shopping Centre

- A submission on behalf of the shopping centre owners requested that access for customers was maintained and conflicts between vehicles and pedestrians were minimised. The owners did not support buses terminating at the centre, buses using the slip way or bus lanes on the bridges, or the use of parking spaces in the centre for commuters.
- Commuters requested that bus routes not go through the shopping centre, as journey times are extended due to this detour along the Bus Corridor.

### Bus Interchange

- Residents raised concerns that the size of the bus interchange is too small to facilitate the large number of buses that currently use the interchange;
- Commuters requested that other modes of transport such as cycle parking be provided at the bus interchange.

### Whitestown Roundabout

- Residents raised the concern that the Whitestown roundabout requires a redesign, due to the wait times of buses entering and leaving the Shopping Centre. A signalised roundabout was a proposed alternative solution.

### Millstead

- Residents were concerned that an additional bus stop and a pedestrian access way through the area could possibly result in a number of issues such as increased antisocial behaviour, reduced privacy, reduced parking spaces, devaluation in property prices, increased traffic volumes, increased noise levels and air pollution and increased safety risks for children playing in the area.
- Residents living on the opposite side of the junction requested that pedestrian access was provided across the lanes of traffic.

#### Clonsilla & Delwood

- Residents raised concerns that changes to routes which would require interchange in future, may reduce the attractiveness of the service.
- Further safety concerns were raised for pedestrians walking further distances especially at night.

## Section 2: The M50 (East) to Halfway House

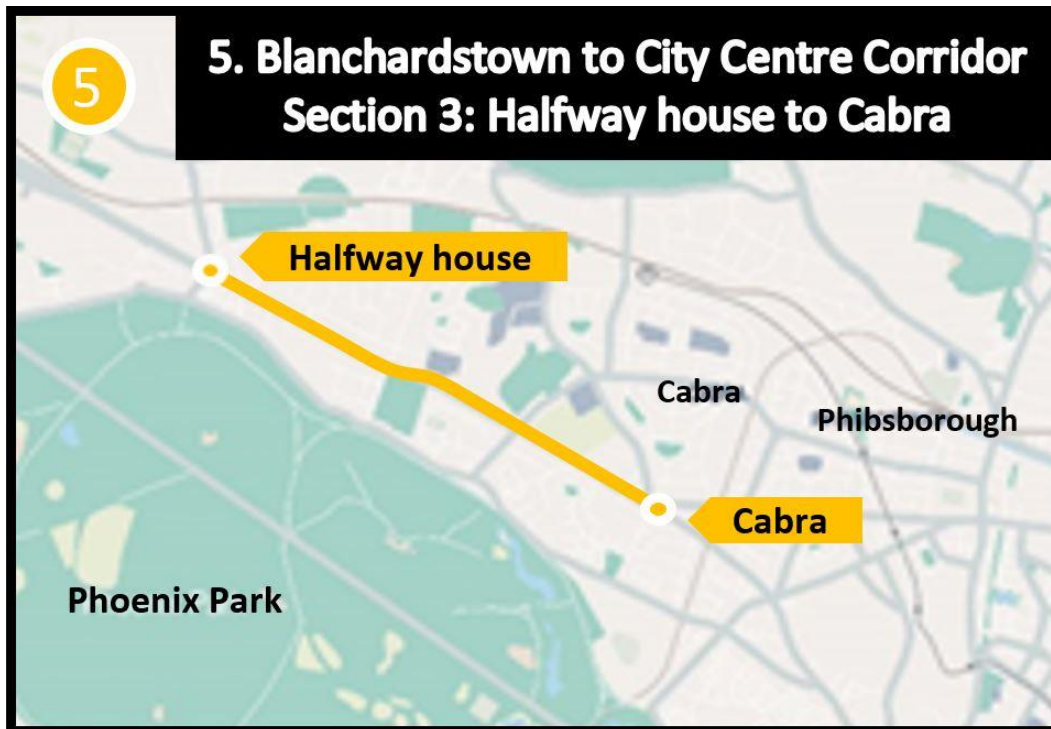


**Figure 4: Section 2 M50 East to Halfway House**

The main comments observed within Section 2 were;

- Confusion over the plans for land acquisition and tree removal between lands at Auburn Avenue and St Brigid's GAA grounds.
- Concern that the Castleknock area has not been considered in proposals. The walk to the Navan Road in order to access the bus route is not a safe route for pedestrians as the roads are not designed to facilitate pedestrians.
- Concern that the cycle facilities at the junction with Auburn Avenue was not safe enough, due to the lane disappearing.

### Section 3: Halfway House to Cabra



**Figure 5: Section 3 Halfway House to Cabra**

The main comments observed within Section 3 include;

- Concerns were raised about trees being removed along this section of the bus corridor. In the event of tree removal, residents requested that trees were replanted

#### Ashtown

- Concern that converting the Ashtown Roundabout to a signalled junction could possibly result in increased traffic delays and congestion.
- Residents are concerned that traffic restrictions could potentially force cars to redirect onto alternative routes, along residential roads, such as along Blackhorse Avenue, Skreen Road, Croaghpatrick Road, Nephin Road and Baggot Road. There were concerns that these roads were not built to withstand further levels of traffic, due to the reduced quality of road surface and susceptibility to flooding. Residents were also concerned that the possible increased traffic levels on these roads may have a negative impact on the wellbeing of residents.
- Many submissions expressed disappointments that direct bus routes connecting Ashington, Priory and Riverston would be discontinued

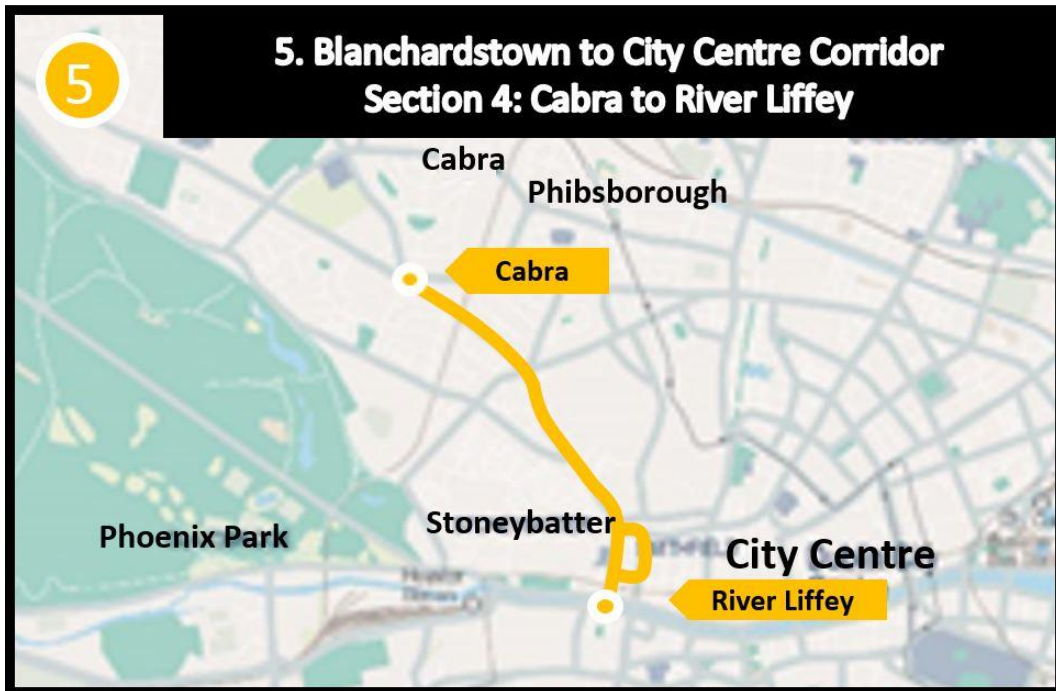
#### Navan Road

- Residents were concerned that the relocation of the bus stop outside Belvedere Sports Ground would block access to residents, result in safety risks for pedestrians as the path is too narrow and

- Residents objected to a turning lane being introduced on the Navan Road, turning onto Baggot Road, which would result in land acquisition.
- Residents were concerned that the current bus stop near the Kinvara Avenue Junction is in an unsafe location. When a number of buses pull into the stop, the buses can block the junction.
- Residents are also concerned that narrowing the footpath along the Navan Road may not be sufficient to facilitate the levels of pedestrian traffic, in particular vulnerable footpath users that currently use the path.
- Residents and landowners are disappointed that lands might be acquired under the proposed plans. Residents also noted that the acquisition of lands would have a large impact on daily life, increasing noise levels, air pollution levels, vibration levels, security risks, safety risks for pedestrians, drivers and residents, reduced privacy, devaluation of property price and inability to extend property out front.
- Residents and landowners are concerned that the relocation of the pedestrian crossing on the Navan Road may cause safety risks to pedestrians, including school children and church visitors.
- Residents have concerns that there may not be sufficient public parking in order to facilitate the loss of private parking. It was noted that residents felt this would have an impact on landowner's quality of life due to visitors being unable to park in the area.
- Submissions advised that cyclists should be rerouted off the Navan Road onto Blackhorse Avenue, Phoenix Park, Grangegorman, the Royal Canal, instead of widening the road.
- Submissions also noted that the cycle lanes at Maple Shopping Centre were unsafe, due to the requirement of crossing two lanes of traffic.



## Section 4: Cabra to the River Liffey



**Figure 6: Section 4 Cabra to River Liffey**

The main comments observed within Section 4 include;

- Residents are concerned that traffic management plans could force cars onto alternative routes and residential roads such as Grangegorman Road, Charleville Road, Annamoe Road, North Circular Road, Rathdown Road, North Brunswick Street, Queen Street, St David's Terrace, St Joseph's Road and Aughrim Street.

### Stoneybatter

- Safety concerns were raised over possible increased traffic volumes, due to additional lanes of traffic travelling through the village.
- Congestion and traffic delays in the village were raised as concerns by the residents.
- Members of the public and local businesses raised concerns that businesses in the local area could be negatively impacted by traffic management proposals, loss of public parking, such as on Prussia Street and Manor Street, and loss of loading bays.
- Cyclist safety at risk on Oxmantown Road, due to 'substandard junctions'. Suggestion that these junctions should be redesigned in order to facilitate the possible increase in traffic levels.
- Pedestrian safety at risk, in particular at the new primary school, Primary Care Centre, and TU Dublin campus, all located along the North Circular Road.
- Residents of the Village felt that the proposals would not benefit the local community, as buses currently pass by the village already full. The plans have been described as benefiting commuters over local residents.

- The loss of green space in Stoneybatter was highlighted as a major concern in numerous submissions. The loss of this space was noted as being disruptive to the development of the village, negatively impacting the local community, increasing pollution in the area, removing a habitat for pollinators, and reducing communal space enjoyed by the community. The green space was described as a noise buffer and its loss would increase noise levels in the area. The loss of the green space would also negatively impact the aesthetic character of the village.
- Residents were concerned over the loss of trees along the bus corridor.
- The cumulative impact of removing trees and green space was described as converting the village into a ‘Concrete Jungle’.
- Concern that the village heritage and history may be negatively impacted by proposed plans. In particular the removal of vegetation and the increase in traffic volumes may negatively impact the village.
- The local petrol station raised concerns that they would lose a gas pump and access to the underground storage facility, following proposed plans.
- Residents are concerned that access to Arbour Hill Memorial may be negatively impacted.

#### Old Cabra Road

- Residents were concerned that preventing a right hand turn from North Circular Road onto the Old Cabra road, at Hanlon’s Corner might result in a loss of access to Lidl, Tesco and the Park Shopping Centre for residents.
- Residents requested that a pedestrian crossing was implemented at the junction between Glenbeigh Road and the Old Cabra Road.
- Residents are concerned that the Old Cabra Road could become a bottleneck.

## Entire Scheme

The main comments observed include;

- Concerns were raised that there was little crossover or integration between the various Bus Corridor proposed plans.
- Although the project includes plans for bus and cycling modes of transport, concerns were raised that there was little integration across other modes of transport in Dublin such as Luas, Commuter rail, DART, park and ride facilities, Dublin Bikes, Bleeper Bikes etc.
- Residents asked for an inter-disciplinary approach, in order to include landscaping, placemaking, urban design, spatial planning and urban regeneration in the scheme.
- Concerns were raised that restrictions on roads and reduced access for cars might force traffic to be redirected on to the village of Phibsborough. It was noted that this would only move the issue of congestion, rather than solving it.
- Concerns were raised that the cycle lanes are not currently safe for users at some points along the scheme, due to cyclists being ‘sandwiched’ between the car lane and bus lane. The need for cyclists to cross over lanes of traffic was also raised as a concern, as was the tapering off of cycle lanes at various junctions. It was felt that cyclist priority was lost at junctions.
- Residents raised the point that the scheme should try to facilitate and include local services such as schools, churches into the plan, in order to be most effective.
- Residents requested that a Universal Design approach was implemented in order to ensure the concerns of people with disabilities are central to the scheme.
- Numerous submissions suggested increasing park and ride facilities.
- Other suggestions included an underground metro, underground tunnel for public transport etc.
- Concerns were also raised that the removal of trees and increased paving may possibly result in flooding risks.
- Some submissions contested the need for the scheme. These residents felt that the current system worked perfectly, and the proposals were unnecessary.
- Various other submissions were in support of the scheme and were happy to see cyclists and pedestrians being prioritised.



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