

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 6 – Lucan to City Centre

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

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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 the Core Bus Corridor which runs from Lucan to the City Centre (Route 6).

## 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.**

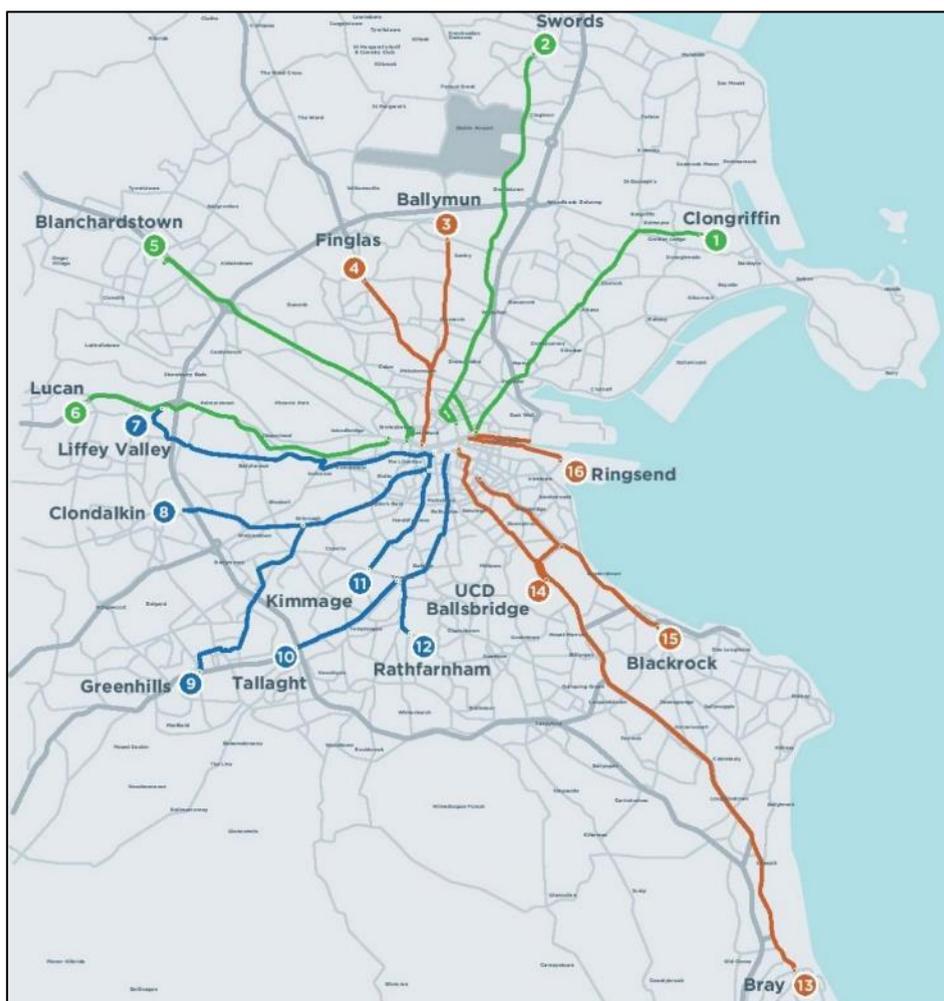
Phase 2: 23<sup>rd</sup> January 2019 to 30<sup>th</sup> April 2019

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 Lucan to City Centre emerging preferred route formed part of the first phase of consultation, which closed on the 29<sup>th</sup> March 2019. The location of each of the emerging preferred routes can be seen below in **Figure 1** below.



**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:

- Lucan to City Centre Core Bus Corridor Options Study – Feasibility Report including Appendices;
- Lucan to City Centre Core Bus Corridor – Desktop Safety Review; and
- Lucan to City Centre Core Bus Corridor Feasibility Design Drawings.

#### 1.5 Submissions Received

There were **44** submissions received for the Lucan 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. In addition

to the submissions received, notes taken by the NTA during meetings with impacted landowners are included in summary of issues raised in this report.

## **1.6 Principal Issues Raised**

The responses cover a wide spectrum of views. The majority of the views raised concerns about the scheme, or elements therein. A limited number of the submissions were positively supportive of the scheme; some others had only qualified support. Some submissions identified positives within the scheme, while challenging other elements of the overall scheme.

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) Starting Point of Core Bus Corridor 6 – Lucan to City Centre;
- 2) N4 Junction 3 safety and design issues;
- 3) Physical issues that negatively impact cyclists;
- 4) Issues raised regarding increased congestion;
- 5) Environmental queries;
- 6) Heuston Station design issues;
- 7) Bus stop locations;
- 8) Chapelizod Bypass – rerouting of services;
- 9) Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- 10) Left turn slip lanes;
- 11) Old Lucan Road to Palmerstown traffic issues;
- 12) New ideas and suggestions.

## 2. Introduction

Consultation on the Lucan to City Centre Core Bus Corridor Emerging Preferred Route ran for a period of three months, between the 14<sup>th</sup> November 2018 to 29<sup>th</sup> March 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 14 November 2019 and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- The West County Hotel, Chapelizod; 16<sup>th</sup> January 2019
- The Gresham Hotel, O'Connell Street; 17<sup>th</sup> January 2019

A Community Forum Event was held at the following location:

- West County Hotel, Chapelizod, Wednesday 9<sup>th</sup> January 2019

Copies of the Core Bus Corridor Emerging Preferred Route Brochure were available to the public at the Public Information Events, 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.

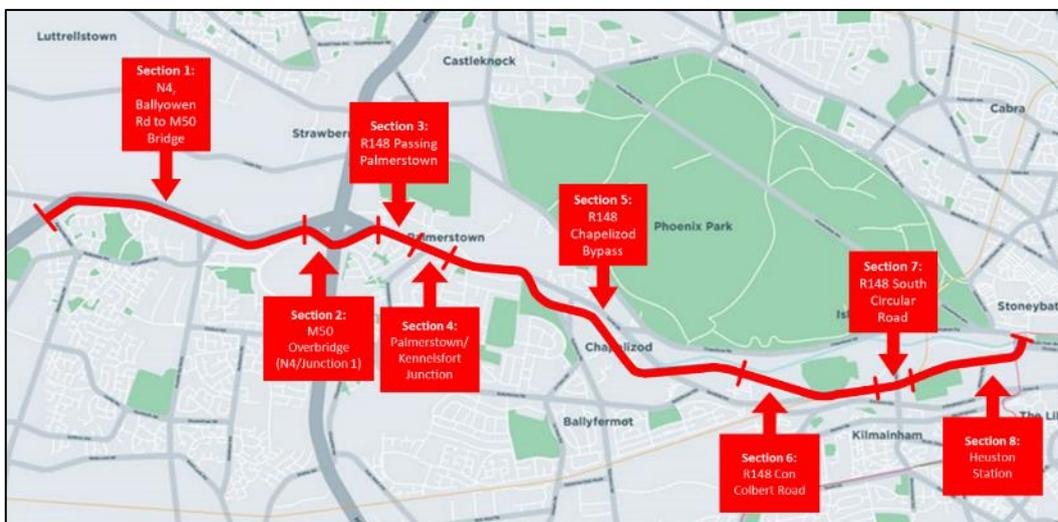
The public were invited to make written submissions relating to the content of the Lucan to City Centre Core Bus Corridor Emerging Preferred Route. Submissions could be made by post; by email; or by hand-delivery directly in the reception of the Authority's offices.

## 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 44 no. submissions for the Lucan to City Centre emerging preferred route, from 14<sup>th</sup> November 2018 to 29<sup>th</sup> March 2019. All submissions were digital (email) and all were entered into a database.

## 4. Analysis of Issues Raised by Section

The Core Bus Corridor was divided into eight sections, as shown in **Figure 2** below.



## Figure 2: Lucan to City Centre Corridor Map

The eight sections included:

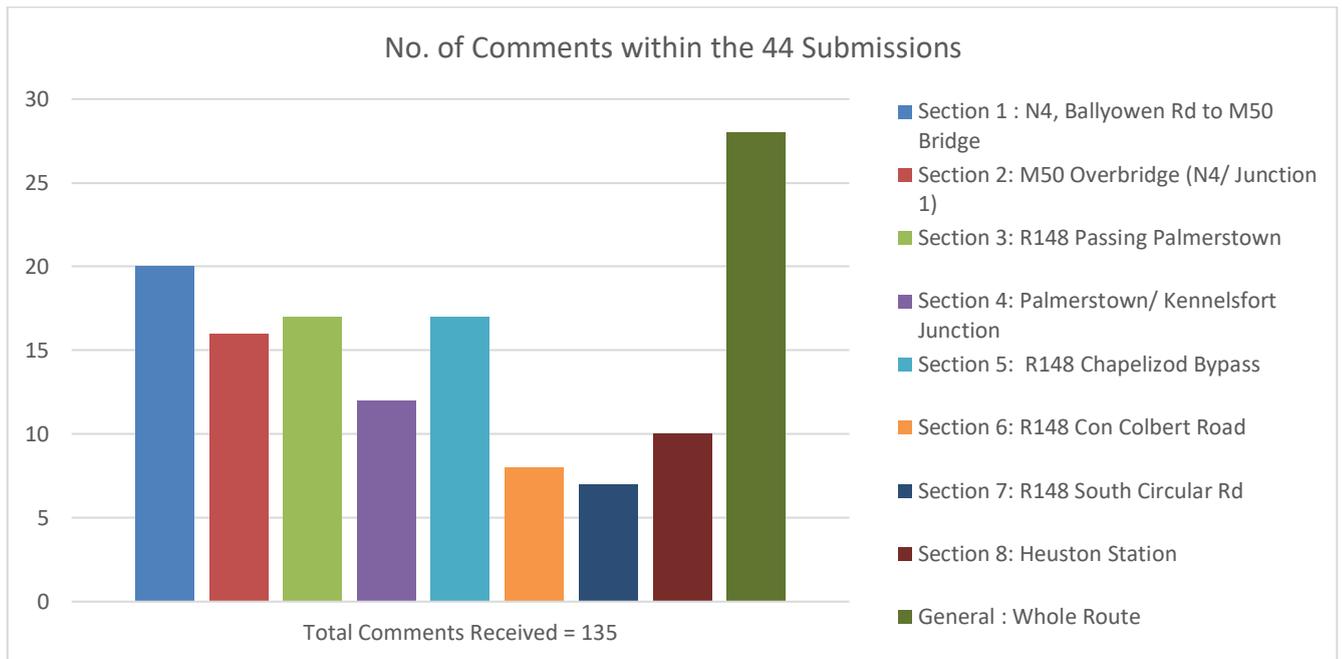
- Section 1: N4 Ballyowen Road to M50 bridges;
- Section 2: M50 Overbridges;
- Section 3: R148 Passing Palmerstown;
- Section 4: Palmerstown/Kennelsfort Junctions;
- Section 5: R148 Chapelizod Bypass;
- Section 6: R148 Con Colbert Road;
- Section 7: R148 South Circular Road; and
- Section 8: Heuston Station.

The issues raised in each submission was entered and categorised in the database by geographical section, by issue type and comment type. In addition to the eight sections, submissions were also categorised as ‘The Entire Scheme’ where the submission referred to multiple areas, or the scheme as a whole.

**Table 1** and **Figure 3** below show the distribution of the submissions with comments across the various sections of the scheme:

**Table 1: Distribution of Comments by Section**

Section of Corridor	No. of Comments within the 44 Submissions	Percentage
Section 1: N4. Ballyowen to M50	20	15%
Section 2: M50 Overbridge (N4/Junction 1)	16	12%
Section 3: R148 Passing Palmerstown	17	13%
Section 4: Palmerstown / Kennelsfort Road	12	9%
Section 5: R148 Chapelizod Bypass	17	13%
Section 6: R148 Con Colbert Road	8	6%
Section 7: R148 South Circular Road	7	5%
Section 8: Heuston Station	10	7%
<b>Sub-total for the 8 sections</b>	<b>107</b>	<b>79%</b>
General : Whole Route	28	21%
<b>Total</b>	<b>135</b>	<b>100%</b>



**Figure 3: Distribution of Comments by Section**

## 5. Profile of those making submissions

Of the submissions received:

- 75 % were from **residents of the study area** and typically referred to local matters;
- 25 % from **others**.

## 6. Themes Raised in the Submissions

All 44 of the submissions received by the NTA were reviewed and the issues raised were summarized and analyzed. A total of 8 main themes were identified during this review process.

**Table 2: Themes and frequency associated with public consultation comments.**

Theme	Frequency
Accessibility/ Traffic Impact	42 comments
Pedestrian and Driver Safety	32 comments
Cyclist Safety	16 comments
Suggestions and New Ideas	16 comments
Environmental Sustainability	13 comments
Land Use	5 comments
Social Impact	6 comments
Economy	5 comments

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

## **7. Analysis of the Main Issues Raised**

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

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

- 1) Starting Point of Core Bus Corridor 6 – Lucan to City Centre;
- 2) N4 Junction 3 safety and design issues;
- 3) Physical issues that negatively impact cyclists;
- 4) Issues raised regarding increased congestion;
- 5) Environmental queries;
- 6) Heuston Station design issues;
- 7) Bus stop locations;
- 8) Chapelizod Bypass – rerouting of services;
- 9) Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- 10) Left turn slip lanes;
- 11) Old Lucan Road to Palmerstown traffic issues; and
- 12) New ideas and suggestions.

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

### **7.1 Issue 1: Starting Point of Core Bus Corridor 6 – Lucan to City Centre**

Some submissions felt it would be a missed opportunity if the CBC did not begin further west on the N4, particularly at Junction 5 (Leixlip – Celbridge) or at Junction 6 (Celbridge West – Leixlip West). Interest was expressed interest for a secure ‘Park and Ride’ facility at this location, which would allow for commuters living further out to shorten their journey time by switching to public transport on the N4, although it was felt that there is no secure place for passengers to leave their cars while using the bus.

***NTA Response to Issue 1:***

In giving consideration to extending the CBC further west, it was noted that the Spine and Branch bus routes C3 (Maynooth-Ringsend) and C4 (Celbridge-Ringsend) run through Lucan village and not along the N4 between Junctions 4a and 3. It is also noted that there are existing bus lanes on the N4 for the majority of this section serving a number of regional bus services. It was further noted that TII have a proposed improvement scheme on the N4 between Maynooth and Leixlip. As such consideration of further improvements to the bus lane provisions on the N4 between junctions 5 and 3 will be considered as part that scheme.

The provision of Park and Ride facilities are being considered as part of the wider BusConnects programme.

## **7.2 Issue 2: N4 Junction 3 Safety and Design Issues**

There was significant opposition to several aspects of the proposals at this junction. A large proportion of these objections came from residents of Woodville Estate. Changes to the boundary wall of this estate were thought to be unnecessary if the cycle lane terminates just after the corner. Residents stated that the boundary wall had been altered before and not replaced in the same condition.

There was also opposition to the relocation of the bus stop on the slip road outside of Woodies. It was felt that the existing location of the bus stop allowed residents to exit/ enter Woodville Estate as the bus breaks the flow of traffic.

There was also concern for the safety for cyclists. It was suggested that the adequacy of the cycle facilities had not been fully considered, with the proposed cycle lane on the N4 westbound off ramp, having cyclists located between traffic lanes of particular concern. It was felt that segregated infrastructure for both pedestrians and cyclists should be considered here.

***NTA Response to Issue 2:***

In relation to the boundary wall of the Woodville Estate, the layout of the junction has been amended such that the existing boundary wall will remain unaffected. In addition the bus stop locations were reviewed and it is now proposed that they are retained in the same locations as existing.

In relation to the cycle lane on the N4 westbound off ramp alternative cycle routes away from the N4 are now proposed.

### 7.3 Issue 3: Physical Issues that Negatively Impact Cyclists

There was a significant number of comments relating to the stop-start nature of a cyclist’s journey along this route. It was felt that the lack of continuity for cyclists at minor junctions / accesses to private properties (such as on Map 4) would lead to confusion as to who has right of way. It was also felt that through cyclists should obtain right of way in the same manner as a through vehicle. It was noted that there are existing kissing gates on both sides of the pedestrian overpass on Map 4, with this bridge being the only way that cyclists can cross if they wish to travel to/ from Mount Andrew and St. Edmunds Estate.

It was suggested that two-way segregated cycle facilities on both sides of the road would mitigate this issue. The lack of cycle facilities on the Chapelizod Bypass was also raised as an issue. It was felt that cyclists prefer to cycle in the bus lane here as opposed to cycling through Chapelizod and Palmerstown due to the stop-start nature of the route and the current poor facilities.

***NTA Response to Issue 3:***

In giving consideration to continuity of cyclist provision, it was noted that the section of Core Bus Corridor 6 between the N4 junction 3 and the start of the R148 Chapelizod Bypass also forms part of the Primary Cycle Route 6 within the Greater Dublin Area Cycle Network Plan – with Primary Routes described therein as “Main cycle arteries that cross the urban area and carry most cycle traffic”. Alternative proposals for cyclist provision are now proposed which comprise a continuous segregated two-way facility between the N4 junction 3 and the start of the R148 Chapelizod Bypass. This will include the removal of the kissing gates at the pedestrian / cycle bridge between Mount Andrew and St. Edmunds Estate.

From the start of the Chapelizod Bypass Primary Cycle Route 6 will run along the eastbound off slip through Chapelizod village and along Chapelizod Road to connect to Primary Cycle Route 5 which runs along the North Quays to the city center. As such no cycle facilities are proposed along the Chapelizod Bypass. Primary Cycle Routes 5 and 6 are being developed separately by the NTA cycle network team and are not included as part of Core Bus Corridor 6.

#### 7.4 Issue 4: Issues Raised Regarding Increased Congestion for Vehicles

Concerns were raised that reducing the number of lanes for traffic on the M50 overbridge in order to provide a bus lane would lead to congestion.

Many submissions queried the need for the proposed at-grade pedestrian crossing at the Kennelsfort Road junction, in view of the existing pedestrian overbridge. Residents were concerned that this would lead to increased congestion for east-west traffic.

It was also felt that the reduction of traffic to one lane outbound at Heuston Station, as shown on Map 30 and 31, would also impact traffic and congestion in the area at peak times.

A traffic impact assessment was also requested.

##### ***NTA Response to Issue 4:***

The lane allocation on the N4 eastbound crossing the M50 has been reviewed as part of the relocation further west of the bus stops serving the Liffey Valley shopping center. This results in an increased weaving length for N4 traffic heading towards the M50 North, the R148 to the city and the M50 South. While initial analysis suggests that the proposed arrangement is unlikely to have an adverse impact on traffic congestion, the lane allocation is the subject on-going more detailed traffic analysis to confirm this.

The need for an at-grade pedestrian crossing of the R148 at the existing signalized Kennelsfort Road junction has been reviewed and it has been determined an at-grade crossing facility for pedestrians and cyclists is being provided. To offset any potential impact of this crossing on the cycle time of the signals, the left turn movement from Palmerstown village towards the city will be prohibited at the junction, with that movement being permitted at the signalized junction at the eastern end of the village.

The number of lanes on St Johns Road West has been reviewed and while the initial analysis suggests that the proposed arrangement is unlikely to have an adverse impact on traffic congestion, the lane allocation is the subject on-going more detailed traffic analysis to confirm this.

The potential impacts of the proposed scheme, including traffic impact, 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.

## 7.5 Issue 5: Environmental Queries

Several submissions raised queries in relation to the environmental impact of implementing the bus corridor. Many people were concerned about the increase in noise and air pollution the buses would cause around their residences, with a request for appropriate screening along the northern side of Chapelizod Bypass (Map 18).

The removal of trees was raised in the context of the loss of a noise barrier from traffic and environmental impacts. It was requested that any trees that are removed are replanted in a prompt manner.

There were concerns raised about what was interpreted as a proposed pedestrian overpass on Map 20 on the Chapelizod Bypass and the potential visual impact it may have.

### ***NTA Response to Issue 5:***

The NTA recognizes the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this must be balanced against the requirement to provide sustainable means of moving people around the city-region. 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 impacts of the proposed scheme, including noise impact, 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 their assessment of the scheme.

In relation to the queries raised about the proposals on Map 20 where the R148 Chapelizod Bypass crosses Chapelizod Hill Road, the proposal was not for a pedestrian overpass but for a signalized at-grade crossing of the R148 associated with proposed new bus stops. The arrangements at this location have been reviewed and modified to include steps and ramps which make use of the Chapelizod Hill Road underpass and avoid the need for an at-grade crossing of the R148.

## 7.6 Issue 6: Heuston Station Design Issues

Various issues were raised around Heuston Station, particularly in relation to the pedestrian crossing adjacent to the south entrance on St John's Road West. It was noted that the pedestrian crossing was proposed to be moved westward, away from the entrance and main ticket office of Heuston Station. It was suggested that the crossing should be raised and widened to at least 4m and the railings be removed as it is an essential link for bus and rail interchangeability. It was felt that the railings have proved to be dangerous to road users and a cause of pedestrian congestion.

In addition, it was requested that the area be made a 30 km/h zone.

It was felt that the bus stop area by the station needs to be increased in length to accommodate longer stay buses and it should include a bypass for cyclists.

Concern was expressed about the safety of the proposed inbound cycle lane merging with the inbound bus lane with a traffic lane also crossing it.

Finally it was also suggested that the taxi ranks shown to be located inside the cycle track could be a potential hazard for both taxis and cyclists.

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

The arrangements in the vicinity of Heuston Station have been assessed and amended as part of the design development, and a number of design changes have been made:

- The pedestrian crossing on St John's Road West will be retained at its existing location and widened;
- All pedestrian guard-railing will be removed and public realm / planting scheme will be implemented;
- The bus only road in front of the station will be made two-way to facilitate future orbital bus services with increased bus stop lengths;
- In relation to Heuston Station the layout of cyclist facilities has been amended in a manner that will address the concerns raised;
- The layout of the cycle lane adjacent to the taxi waiting lane and the taxi rank itself has been amended;

## 7.7 Issue 7: Bus Stop Locations

Concerns were raised about the location of several bus stops along this route, including the relocation of the bus stop from the R835 (outside Woodville) to the R136 (opposite Woodies) as mentioned in Issue 2. The view was expressed that the current location of the bus stop allows residents to exit/enter Woodville Estate in gaps created by a stopping bus.

It was suggested that the bus stops proposed on the overbridge on the Chapelizod Bypass would be located in a secluded location (Map 20) and there were concerns about the safety of users. There were also requests for adequate lighting around bus stops, in particular in isolated locations.

It was also suggested that where stops are located in bus lanes, such as on the Chapelizod bypass, this may cause potential safety issues as other buses and taxis may overtake stopped buses, where no bus layby is provided. It was requested that bus laybys be used where possible.

A comment was made that the bus stops on St. John's Road West (Map 29) were in an irrelevant location with no nearby demand. There was also a request that a bus stop be located at the existing pedestrian bridge over the eastern end of the Chapelizod Hill Bypass on Map 25 linking Sarsfield Road with Liffey Valley Park.

***NTA response to Issue 7***

In relation to Woodville estate at Lucan the bus stop locations were reviewed and it is now proposed that they are retained in the same locations as existing.

The layout of the proposed bus stops on the Chapelizod Bypass at Chapelizod Hill Road has been reviewed. Revised ramp arrangements, steps and enhanced lighting are now proposed to address concerns raised about visibility and security. In addition a landscaping / urban realm scheme will be developed as part of the detailed design.

The location / provision of new bus stops referred to on St John's Road West have been reviewed and are no longer proposed. There are no proposals to include additional bus stops at the existing pedestrian bridge over the eastern end of the Chapelizod Hill Bypass on Map 25 linking Sarsfield Road with Liffey Valley Park, it being noted that CBC Route 7 Liffey Valley to city center runs along Sarsfield Road and includes bus stops.

**7.8 Issue 8: Chapelizod Bypass**

A large number of submissions mentioned the lack of cycle facilities along the Chapelizod Bypass, as it is the most direct for cyclists and is currently used by many due to the stop-start nature and poor condition of alternative routes to the City Centre.

There was also a concern raised about the rerouting of existing bus services from Chapelizod village onto the bypass as part of Bus Connects.

***NTA response to Issue 8***

As noted in Issue 3, from the start of the Chapelizod Bypass Primary Cycle Route 6 will run along the eastbound off slip through Chapelizod village and along Chapelizod Road to connect to Primary Cycle Route 5 which runs along the North Quays to the city center. As such no cycle facilities are proposed

along the Chapelizod Bypass. Primary Cycle Routes 5 and 6 are being developed separately by the NTA cycle network team and are not included as part of Core Bus Corridor 6.

### **7.9 Issue 9: Physical Issues that Negatively Impact Pedestrians**

As outlined in other issues above, concerns have been raised about the impacts for pedestrians around Heuston Station. In addition, concerns were raised about the pedestrian overbridges, both proposed and existing, on the Chapelizod Bypass.

The proposed pedestrian crossing at the Kennelsfort Junction generated a number of negative responses regarding impacts on vehicular traffic; while recognizing that the proposals might reduce the time for pedestrians to cross this junction, it was also suggested that the time waiting for the pedestrian lights to change would be similar to the time taken to cross using the existing pedestrian overbridge.

It was noted that the proposals show shared surfaces for cyclists and pedestrians throughout the CBC Scheme. The view was expressed that shared surfaces offer a low level of service for all users and put vulnerable pedestrians and disabled pedestrians at risk when mixed with high speed cyclists. It was felt that this would be an issue particularly along the N4.

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

Pedestrian and cyclist proposals have been amended to omit shared spaces throughout the length of the scheme.

As identified in Issue 6 pedestrian facilities at Heuston have been reviewed and amended.

As identified in Issue 5 there is no new pedestrian bridge proposed on the Chapelizod Bypass.

As identified in Issue 4 the need for an at-grade pedestrian crossing of the R148 at the existing signalized Kennelsfort Road junction has been reviewed and it has been determined that the provision of an at-grade crossing facility for pedestrians and cyclists is justified.

### 7.10 Issue 10: Loss (property value, revenue, loss of function/ parking, future planning gain)

Some submissions suggested that the proposed bus corridor may have negative impacts on the property value of houses on the route. It was felt that this would particularly affect any properties where land acquisition is necessary.

Concerns were also expressed about loss of business revenue due to the rerouting of buses, with the view that the new bus corridor will now bypass areas such as Palmerstown and Chapelizod, potentially reducing footfall.

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

Potential land acquisition is envisaged and the NTA will engage readily with landowners potentially impacted by the proposed scheme. Should a Compulsory Purchase Order be required, this process will fairly assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls.

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.

### 7.11 Issue 11: Left Turn Slip Lanes

It was noted that there are several instances of left turn slip lanes, inside on-road cycle lanes, throughout the Core Bus Corridor, such as St. John's Road West onto Military Road, Ballyowen Road onto Lucan Road, N4 onto Ballyowen Road, Kennelsfort Road Upper onto R148, and several occurrences at the South Circular Road Junction. Submissions suggested that these left turning slip lanes are not compliant with the Design Manual for Urban Roads (DMURS) or the NTA's National Cycle Manual (NCM) as they put cyclists at higher risk of accident.

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

The design proposals have been reviewed and all left turn slips have been removed.

### 7.12 Issue 12: Old Lucan Road to Palmerstown Traffic Issues

There were requests for traffic calming measures for Old Lucan Road (both sides of the M50), and the likely increased number of cyclists using this route. The submissions highlighted that on street parking (by bus users) is an issue currently and residents fear it will get worse due to the improved service provided by buses. Some submissions felt that the existing carriageway of the Old Lucan Road was too wide in some sections, which encourages traffic to travel at speeds higher than the posted speed limit of 30 km/h. It was suggested that there is sufficient space to provide segregated cycle facilities here on both sides of the road, which would reduce the carriageway width and thus reduce the speed of vehicles, and also mitigate the issue of on-street parking.

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

As identified in Issue 3 alternative proposals for cyclist provision are now proposed which comprise a continuous segregated two-way facility between the N4 junction 3 and the start of the R148 Chapelizod Bypass. This segregated two-way cycleway runs for the full length of the Old Lucan Road on both sides of the M50.

As noted in Issue 1 the provision of Park and Ride facilities are being considered as part of wider BusConnects programme.

### 7.13 Issue 13: New Ideas and Suggestions

The submission contained various suggestions for CBC6. Some of these were to increase the frequency of buses to avoid overcapacity issues on the corridor, to introduce a loop system of connecting the suburbs and keeping the 25d as a regular route.

There were also cyclist related suggestions such as a 2-way cycle track on both sides of the N4 and using island bus stops instead of having stops in line with the cyclists.

There was a suggestion for a vehicle underpass at Palmerstown with connection to The Oval to facilitate traffic movements at this location. In addition, a free-flow grade separated junction at the Palmerstown / Kennelsfort Road along the lines of that provided further out on the N4 (Newcastle Road) to reduce congestion of east-west traffic was suggested.

It was also suggested that bike storage be provided at bus stops and Park and Ride facilities.

#### **NTA response to Issue 13**

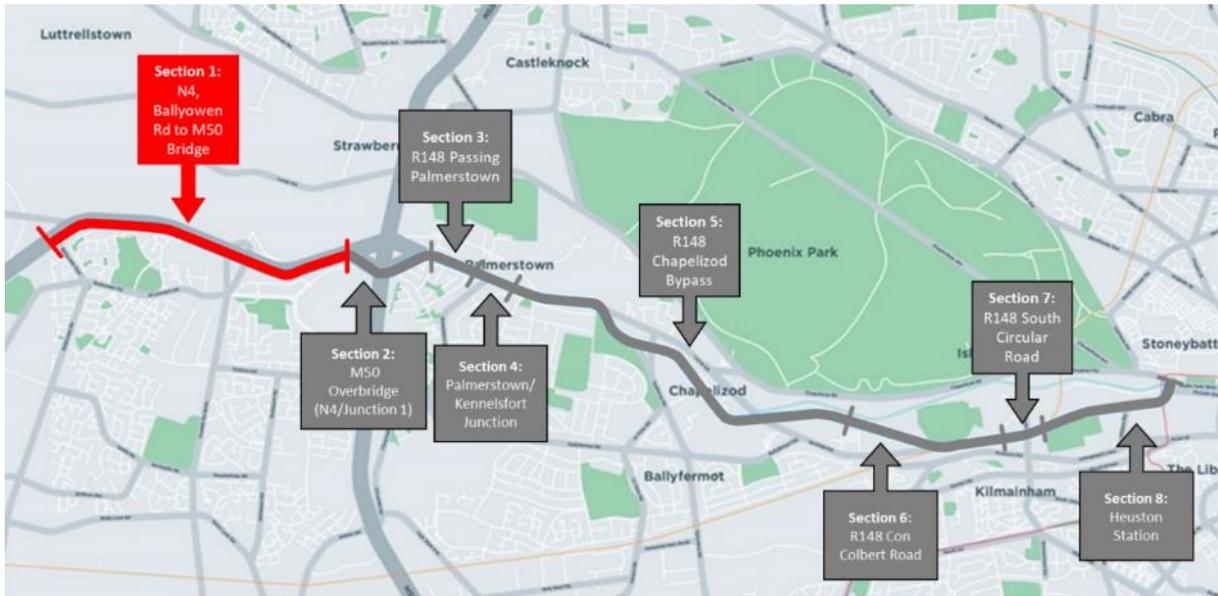
As identified in Issue 3 alternative proposals for cyclist provision are now proposed which comprise a continuous segregated two-way facility between the N4 junction 3 and the start of the R148 Chapelizod Bypass.

The possible provision of grade separated vehicular connections across the R148 at Palmerstown is not part of the BusConnects scheme.

As noted in Issue 1 the provision of Park and Ride facilities are being considered as part of wider BusConnects programme and this will include consideration of bike storage at suitable locations.

**APPENDIX A**  
**SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE**

## Section 1: N4, Ballyowen Road to M50 Bridge



The main comments noted were the following:

### GENERAL:

- It was felt that secure 'Park and Ride' facilities were required along the N4. Possible locations include Junction 5 (Leixlip-Celbridge) or at Junction 6 (Celbridge West – Leixlip West).
- It was suggested that ending the Core Bus Corridor at Junction 3 would be a missed opportunity and that it should extend west as far as Junction 5, in conjunction with a Park and Ride facility.
- Some submissions stated that two-way cycle lanes segregated by a physical buffer should be provided on both sides of the road throughout CBC 6.

### MAP 1:

- Submissions felt that the proposed bus stop on slip road outside Woodies was an inappropriate location and that Lucan traffic would come to a halt, with Woodville residents seeing no opportunity to exit their estate.
- Concerns were raised in relation to the cycle lane on the slip road from the Foxhunter to Woodies Bridge, with the proposed cycle lane being in the middle of three traffic lanes, which was felt to be unsafe for right turning cyclists who would then turn left from Lucan Road (Woodville Estate) onto Ballyowen Road.
- Residents questioned the need to alter the boundary wall at Woodville Estate as the cycle lane stops directly after the corner.

### MAP 2:

- It was felt there was space available here to provide segregated cycle facilities (inbound).

MAP 3/4:

- Submissions noted that the map showed footpath to entrance of Hermitage Golf Course, which is sign posted as a private road.

MAP 4:

- Some submissions highlighted the lack of continuity for cyclists at minor junctions to private properties and felt that cyclists should have priority over turning traffic in the same way as motorists.
- Submissions also felt there was a need to remove the kissing gates at the pedestrian / cyclist overbridge.

MAP 5/6/7:

- Submissions raised concerns about the safety of shared surfaces, with cyclists travelling downhill from the N4 at speed on a shared path with pedestrians.

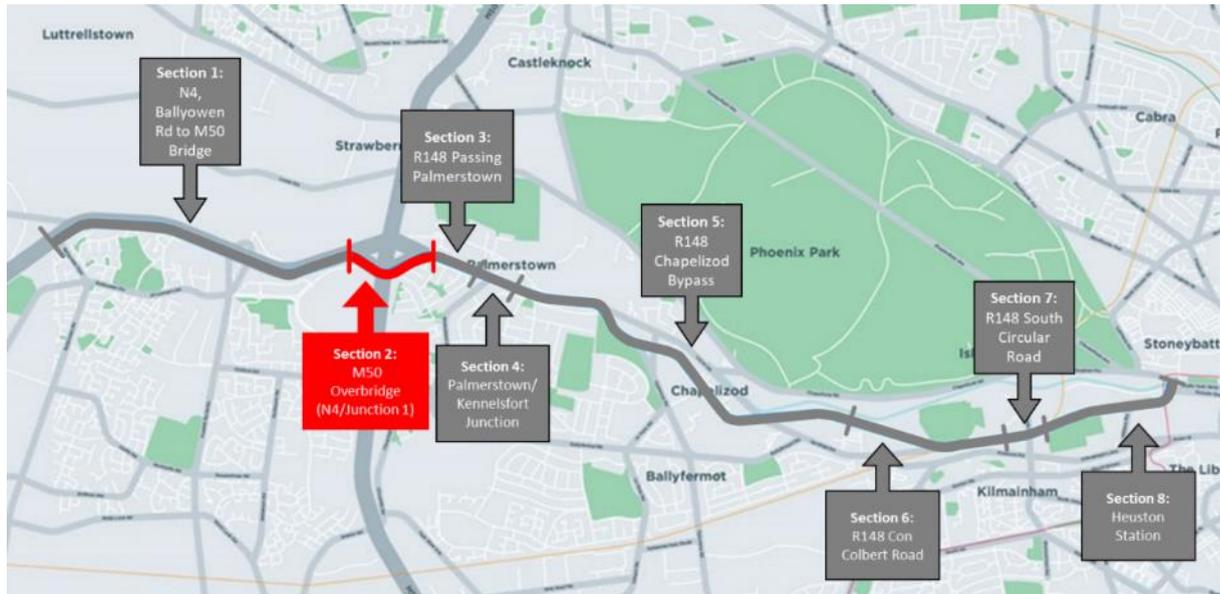
MAP 5:

- A suggestion was made to make use of an island bus stop to avoid conflict between cyclists and buses, or at least a kneeling bus stop as seen on Map 7.

MAP 6/7/8:

- Submissions highlighted that the Old Lucan Road carriageway was overly wide (8-12m), whereas the NCM sets maximum as 5.5 – 7m. Two solutions were offered:
  1. Narrow the carriageway to 5.5 – 6m to allow for wider footpaths and verge.
  2. Standardize the width to 8m and create 'Advisory Cycle Lane' as on page 58 of NCM.

## Section 2: M50 Overbridge

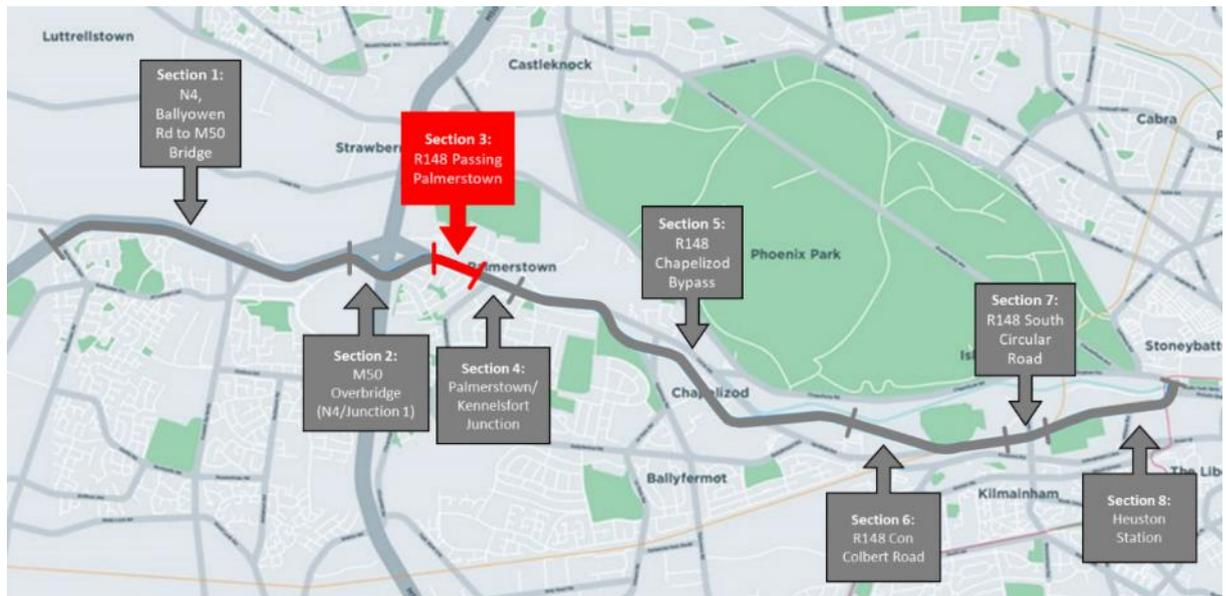


The main comments noted were the following:

### GENERAL:

- Concerns were raised that the proposed reduction from 2 traffic lanes to 1 traffic lane on the M50 overpass to facilitate provision of a bus lane, in both the inbound and outbound direction, would have a serious impact on traffic congestion on the N4.

### Section 3: R148/ Old Lucan Road to Palmerstown

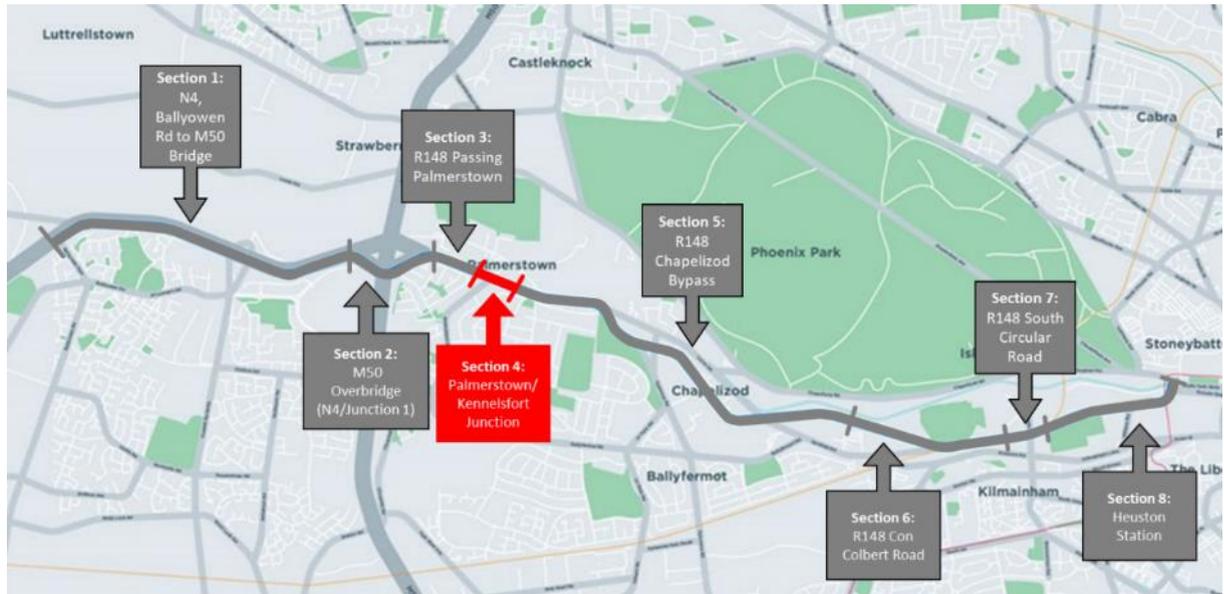


The main comments noted were the following:

#### GENERAL:

- It was felt that traffic calming measures were needed along Old Lucan Road to avoid high speeds and that there was too much on street parking.
- It was also noted that the carriageway is too wide, which encourages traffic to travel at higher speeds. The Dublin Cycling Campaign stated they had undertaken a speed survey and found average speeds to be 46km/h rather than the speed limit of 30 km/h. It was felt there was sufficient space to provide segregated cycle lanes which would help slow traffic down.
- It was suggested that on-street parking methods, as seen on Fitzwilliam Cycle Route, should be considered at Palmerstown.

## Section 4: Kennelsfort Road Junction



The main comments noted were the following:

### GENERAL:

- Concerns raised about the addition of a new pedestrian crossing and the potential impact this will have on traffic delays.

### MAP 13:

- A comment was made that extending the traffic island on western approach on Kennelsfort Road/ R148 junction would mitigate the number of drivers who U-turn here; the submission considered this a dangerous issue due to conflicts with traffic exiting the side road.

### MAP 13/14:

- A submission felt that the entrance to Vincent Byrne was very dangerous and should have its own set of traffic signals.

### MAP 14:

- The need for the proposed signalized pedestrian crossing at Kennelsfort Road was questioned given that there was a pedestrian overbridge currently available. There was a concern that this would add to existing congestion and impact traffic in both directions.
- A concern was raised about parking shown on the inside of the cycle lane on Kennelsfort Road Lower. It was felt that vehicles should not cross cycle lane in order to park and that the layout of on-street parking as seen on Fitzwilliam Cycle Route should be considered.
- Some submissions felt that the construction of interchange/underpass at the N4/Kennelsfort Road junction was a key piece of infrastructure which would reduce congestion, but also improve journey times to the City Centre from suburbs before Palmerstown.

- It was suggested that a traffic underpass/flyover, similar to that at the Adamstown Road junction on the N4, would be more beneficial to east-west traffic. It was felt that provision of access to 'The Oval' is a major local issue.
- A Left in – Left out junction was suggested at the residential property of 20/22 Kennelsfort Road Lower, where land acquisition is necessary.

## Section 5: Chapelizod Bypass



The main comments noted were the following:

### GENERAL:

- Submissions noted that no cycle lanes provided along Chapelizod bypass and highlighted that at the Community Forum meeting it was found that many cyclists prefer to use the Bus Lanes on Chapelizod Bypass rather than cycling through Palmerstown and Chapelizod villages due to their stop-start nature and the poor condition of the cycle infrastructure.

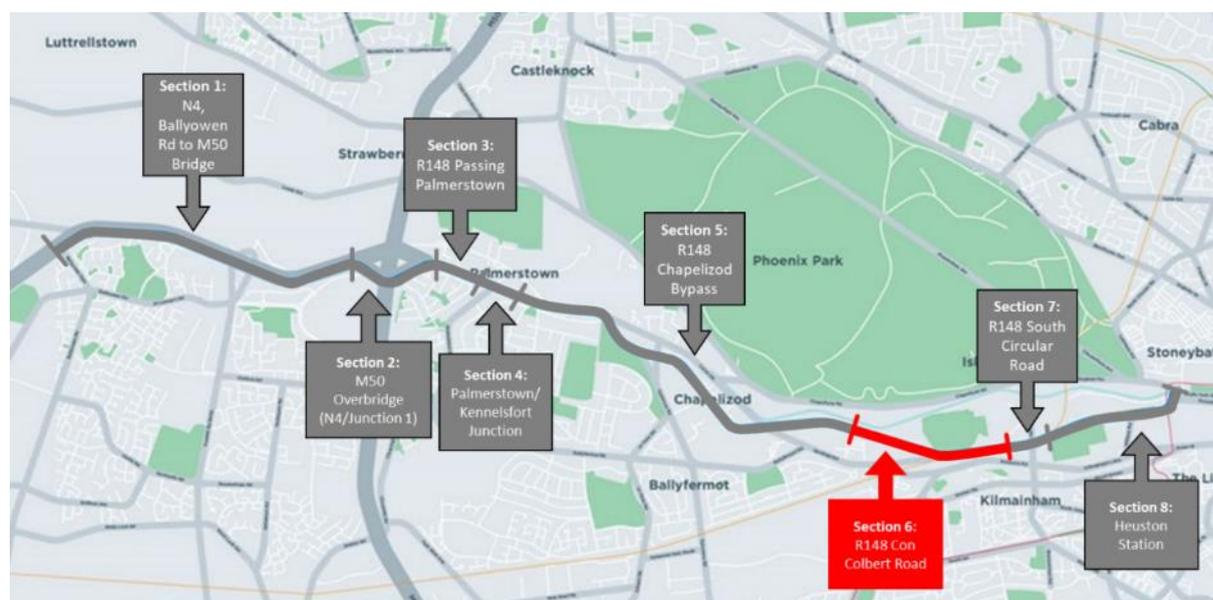
### MAP 18:

- A request was made for appropriate screening along northern side of Chapelizod Bypass for noise and privacy purposes, with residents very close to carriageway believing that during winter their house would be visible from lower and upper decks of buses.

### MAP 20:

- Concern was expressed that the proposed footbridge on Chapelizod Hill Road would result in significant loss of greenery which would negatively impact the village and its character; the need for the new overbridge was questioned given that an underpass already exists.
- Concerns were also raised that the new bus stops / underpass/ overbridge was in a very secluded area; it was felt there was a need to provide adequate passive surveillance and lighting.
- It was also felt that the two proposed bus stops should be recessed, with concern expressed that having the stops in the bus lane could lead to accidents with buses and taxis leaving the bus lane to overtake other buses that were at the stop.

## Section 6: Con Colbert Road



The main comments noted were the following:

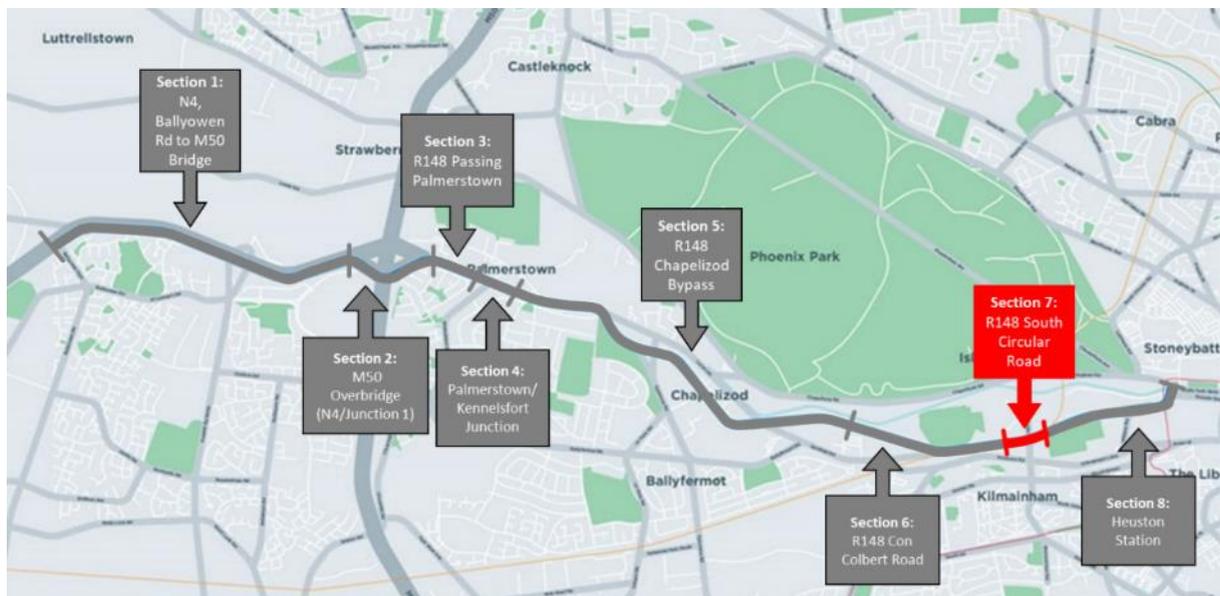
### MAP 25:

- There was a request for a bus stop to be located at existing pedestrian overbridge linking Sarsfield Road with Liffey Valley Park.

### MAP 26:

- It was noted that the plans showed the addition of cycle lanes on Memorial Road and it was felt that the right turn from Con Colbert Road onto Memorial Road must be designed for.

## Section 7: South Circular Road Junction

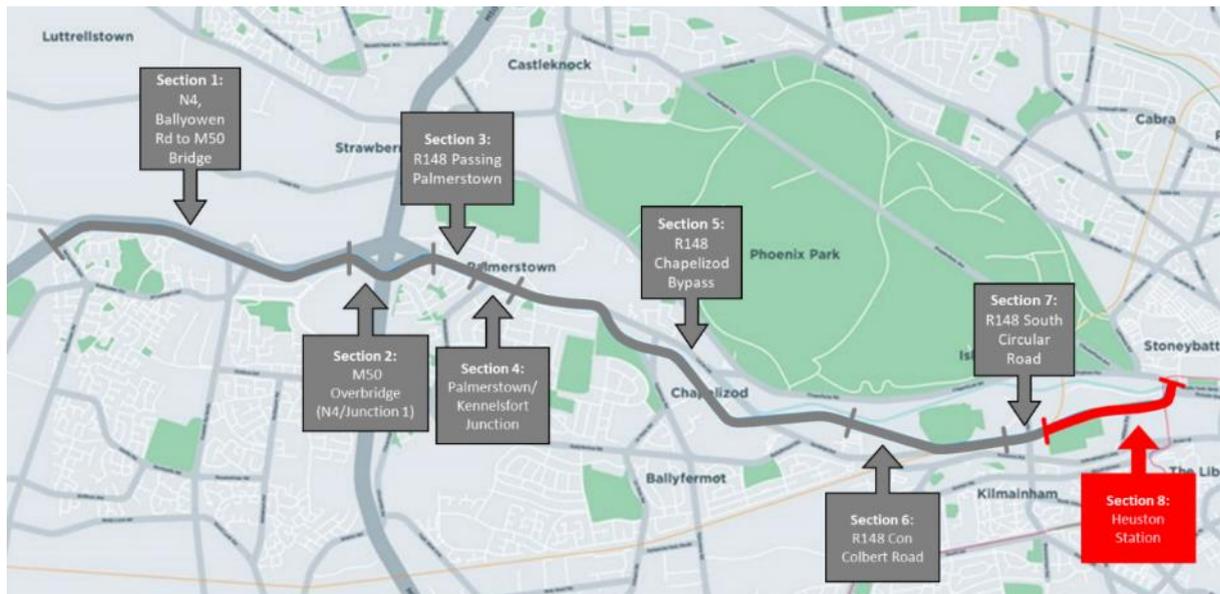


The main comments noted were the following:

MAP 28:

- Concern was raised about the left turn slip lane from St. John's Road West onto South Circular Road which it was felt should be removed, making a tighter angled left turn as per DMURS.

## Section 8: St. John's Road West to Heuston Station



The main comments noted were the following:

### GENERAL:

- Concern was raised about a single lane provided for all outbound traffic from the City Centre at Heuston Station being a possible cause of congestion.

### MAP 29:

- One submission felt that cycle lanes should bypass the various bus stops.
- Another submission felt the new bus stops were in irrelevant locations with no access nearby.

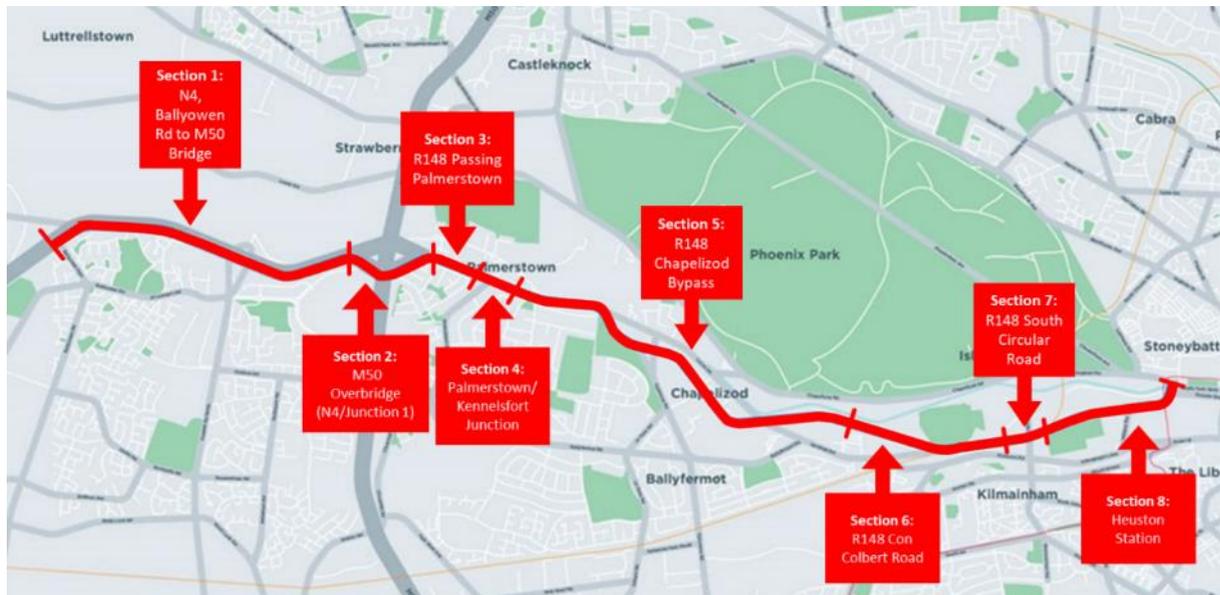
### MAP 30:

- Concern was raised about the left turn slip lane which it was felt should be removed, making a tighter angled left turn as per DMURS.

### MAP 31:

- It was highlighted that the pedestrian crossing directly in front of Heuston Station ticket office appeared to be moved westwards and away from the pedestrian desire line. It was felt that this crossing is an essential link between bus and rail interchangeability and carries a large number of pedestrian movements at peak hours. It was also felt that the crossing should be widened to 4m. In addition the submission suggested that the railings should be removed, suggesting they have been shown to be dangerous to vulnerable road users and create congestion among pedestrians at busy times. It was further suggested that the crossing should be raised and made to a 30km/hr zone.
- It was felt that the bus stop lengths needed to be significantly increased.
- Concern was raised about the inbound cycle lane merging with an inbound bus lane, also with a traffic lane crossing over it; such an arrangement was considered unsafe.
- Finally a bus stop bypass for cyclists was requested and concern raised about the taxi rank located on the inside of cycle lane, which was considered unsafe.

## Multiple Sections throughout the Scheme



The main comments noted:

- It was highlighted that the width of proposed cycle tracks was inconsistent.
- It was suggested that for scheme to be fully effective, traffic, pedestrians and cyclists should all be segregated for the whole route; it was felt that shared spaces offer a low level of service for all users, with particular concern raised by the Public Participation Network in this regard.
- A buffer between cyclists and traffic should be suggested along major carriageways.
- Submissions requested that left turning slip lanes with on-road cycle lanes should be removed as they are not compliant with the Design Manual for Urban Roads and Streets (DMURS) or National Cycle Manual (NCM).
- There were lots of queries relating to whether cycle tracks would be raised or not, with a strong preference to have them raised as it was felt this would provide increased levels of safety and attractiveness for less confident cyclists.
- It was suggested that set back vehicle stop lines should be provided to prioritize cyclists.
- A request was made to consider the inclusion of 'Dutch-Style' fully segregated cyclist junctions.
- It was felt there was a lack of clarity as to who has priority on side roads. (Maps, 3/4/6)

**APPENDIX B**  
**SUMMARY OF ISSUES RAISED BY TOPIC**

## Accessibility/ Traffic Impact

- It was noted that buses that arrive at Chapelizod bypass may already be full; the route already has a problem with overcrowded buses, which will get worse with a reduced service.
- A drop in the number of bus services (through Chapelizod village) was a concern, with a call for increased frequency.
- There was concern that proposed works on outer ring road may cause 'traffic chaos', citing that this route is clogged with traffic avoiding the M50 already. It was noted that the map shows bus lane and general traffic lane competing as they turn eastbound towards Woodies.
- While lane reduction will provide a new bus lane over M50 flyover, there was a concern that it would cause a backup of traffic from Lucan direction and onto N4.
- It was felt the reduction to one lane outbound from Kennelsfort Road was likely to impact traffic.
- It was felt that the proposed pedestrian crossing at Kennelsfort Road will worsen traffic congestion at junction as pedestrians would cease to use existing footbridge.
- It was felt the reduction of outbound lanes for general traffic outbound from Heuston Station along St. John's Road West will severely restrict traffic movements.
- It was felt the proposed bus stop on slip road from Woodies Bridge will have a negative traffic impact, stating that if buses stop in bus lane traffic will not be able to get to Lucan Village.
- There was a concern that cyclists were not being prioritised in Palmerstown or Chapelizod village, which would result in delays for buses as cyclists continue to use bus lane on R148. Poor quality cycle lanes through Chapelizod village and on the Chapelizod Road make the high speed bypass the preferred route for many cyclists.
- There was a concern that there would be a potential demand increase on 66 a/b/x and 67 due to this route change.
- It was felt the Liffey Valley stop on the route would cause insufficient capacity on buses on this route.
- It was suggested that an underpass was required at Kennelsfort Road junction.
- There was a request that the U-turn on the road be banned at Kennelsfort Junction (inbound traffic) as it delays traffic using the filter lane and the delays to cars filtering right causes some to filter left into Vincent Byrne Site entrance and do a U-turn, causing a further hazard. It was stated that cars doing a U-turn and cars exiting Kennelsfort Road Upper towards M50 are in direct conflict with each other.
- It was felt that Old Lucan Road (both sides of the M50) needs traffic calming measures to reduce vehicle speeds and make it safer for cyclists.
- There was a request for lifts for proposed bridge over Chapelizod bypass (as ramps are very long). It was also queried if the ramps would be suitable for buggy and wheelchair use, as well as a request for steps to be added.
- There was a request that Chapelizod village buses wouldn't be rerouted until proposal to add bus stops on the N4 (Map 20) are complete.
- An issue was raised about inadequate bus capacity issue towards end of outer ring road (R136), with a request for more busses on the route.
- One of the properties on Kennelsfort Road Lower (Palmerstown Village) requested a left in, left out access as part of works.
- A query was raised over the practicality of bus changeover between Core Bus Corridors and other routes; for example during waiting time, how sheltered / secluded stops would be.

## Pedestrian and Driver Related Safety

- It was felt the footbridge and bus stops in Chapelizod Hill Road were in secluded locations.
- It was also felt the inbound bus stop at Kennelsfort Road Junction should be recessed.
- Comments were made that the bus stops on Chapelizod bypass should be recessed, with a view expressed that their location in the bus lane could lead to accidents by overtaking buses and taxis.
- It was noted that there were several left slip lanes retained at junctions, contrary to DMURS. Examples of these are on Map 14, Map 25, Map 28 and Map 30.
- It was stated that the existing entrance at Vincent Byrne is dangerously perched on a corner of R148/ Kennelsfort Road lower and may require its own signals.
- It was noted that the left slip-road turning left from St. John's Road West onto Military Road was contrary to DMURS and was a safety concern.
- There was a request for speed limit reduction to 50 km/h on R148.
- An issue was raised with the crossing of CBC6 near Gaelscoil Inse Chor, with a request to widen crossing to 4 m as per DMURS, have 90 second maximum waiting time and removal of barriers at junction of R111/ R148 and R839/ R148 to facilitate school children using this crossing.
- There was also a request to move bus stop closer to junction outside Gaelscoil Inse Chor to reduce walking distance for small children along heavily trafficked R148.
- There was a query over type of safety measures being implemented at Chapelizod bypass bus stop as road is a dual carriageway, for example speed reduction to 60 km/h or CCTV etc.
- A request was made for the installation of lighting around bus stops and bridges, particularly in secluded locations e.g. Chapelizod bypass footbridge.
- It was felt that the junction of South Circular Road and Con Colbert Road (near Kilmainham/ Islandbridge) needs a complete redesign as it is potentially dangerous for all users.
- It was noted that the pedestrian crossing directly in front of Heuston Station had been moved westwards, further from the entrance. It was felt this is an essential crossing for pedestrians and that the crossing should be widened to 4 m with the removal of railings. It was felt that ideally it would be a raised crossing with the speed lowered to 30 km/h.

## Cyclist Related Safety

- It was felt that bus stop layouts in some locations are dangerous for cyclists and bus laybys were requested.
- Concern was raised that the cycle lane on off ramp at the former Foxhunter was in the middle of 3 traffic lanes was dangerous.
- It was highlighted that the eastbound path along N4 is shown as a cycle lane not a shared space. It was felt that a footpath should be shown here.
- It was felt the lack of buffer at edge of cycle track gives misleading width of track; it was requested that consideration be given to reducing motorist speed.
- The lack of cyclist priority at minor junctions & private property was raised as a concern with a view that cyclists should have priority over turning traffic.
- It was felt that cycling should be segregated along the Old Lucan Road between R113 and Kings Hospital.
- There were a number of design related queries for the cycle facilities, for example: cycle track level in relation to road level; cycle route near Liffey Valley and Old Lucan Road; quality of existing facilities.

- It was felt that the junction at Woodies roundabout was confusing and potentially dangerous for cyclists to use.
- It was felt that cyclists travelling downhill towards Chapelizod village from N4 on a shared path with pedestrians is not safe; possibly should be segregated.
- A concern was raised about the taxi rank inside of cycle lane near Heuston Station.
- It was highlighted that the cycle lane runs into bus stop at Heuston Station; it was felt it should go around it.
- It was also highlighted that the inbound cycle lane at Heuston merges with inbound bus lane, with a traffic lane crossing over it.
- It was noted that the cycle Lane disappears in Map 16-24 (Chapelizod bypass) and that it was felt that cyclists shouldn't be expected to share bus lane.
- It was requested that consideration be given to widening the bridge over the railway at Memorial Road to accommodate addition of cycle track.
- There was a request that cycle tracks be separate from bus lanes, as on Leeson Street (light segregation).
- It was felt that there were substandard cycle facilities along the route.
- It was noted that there is no buffer space between cycle track and road, particularly along the N4 where traffic is moving at speeds of +80 km/hr.
- A submission commented that low-speed roads where cyclist and traffic mix need to be actively designed to be safe for cyclists instead of just painting a bike logo on the road. On many of these roads it was felt speeding was a real issue.
- A request was made for all bus stops to include cycle bypasses.
- It was noted that on the Old Lucan Road, the carriageway is too wide (8 – 12m), whereas NCM sets maximum as 5.5 - 7m. It was stated that the Dublin Cycling Campaign had undertaken a speed survey and it was felt that the speed limit should be reduced from 50 km/h to 30 km/h, or surface changes made as a Dutch Cycling Street.
- It was requested that junctions should be protected for cyclists where space allows (Dutch Design).
- It was felt that it was unclear who has priority on side roads.
- It was also felt that parking spaces should be located between the cycle lane and road/bus lane as per proposed Fitzwilliam Cycle route.
- Submissions highlighted that shared spaces with pedestrians should be minimised.
- It was felt that a lack of cycle track for the entire route would be a deterrent to cyclists.

### Environmental Sustainability

- There was a concern that the footbridge at Chapelizod bypass would require loss of greenery, causing noise pollution. A question was raised if shrubbery will be provided.
- An objection was raised to proximity of buses to residences in Woodville estate on air and noise pollution grounds.
- Objections were raised to tree and vegetation removal, particularly in relation to pollution impact.
- Requests were made that any trees removed be replanted.
- Noise and air pollution concerns were raised in relation to Lucan Rd, Chapelizod.
- Low emission buses were requested to be used with the suggestion to retrofit the current fleet.
- Noise pollution and vibrations from road were a concern raised by a resident on Old Lucan Road.

- The need for a new footbridge over Chapelizod bypass was queried given the existing underpass, which was considered sufficient. It was felt the footbridge would have a negative visual impact and cause disruption.

### Land use

- There was an objection to the proposed change in a boundary wall in Woodville estate Lucan for a 'slight gain' to the cycle lane. It was cited that this wall had been taken down a number of times and not replaced to original standard and results in a loss of more green space within the Estate.

### Social Impact

- Concern was raised about the negative impact of bus services bypassing Chapelizod village, with both business and residents concerned.
- It was felt there would be a loss of privacy during winter when houses are visible from lower and upper decks of bus. A request was made for screening to be provided. (Lucan Rd, Chapelizod).
- It was requested that all bus routes change at the same time as opposed to gradual changeover.
- Requests were made for Park and Ride sites to be provided to relieve on street parking near bus stops.
- Concern was expressed about a variety of impacts of Chapelizod bypass footbridge on Chapelizod Court.

### Economy

- Concern was expressed about expenditure on the project e.g. Land take of Woodville Green just to end cycle track a few hundred meters later
- Concern was also raised about expenditure on cycle lanes which were 'dangerous and costly' with no space to continue cycle track into Lucan village
- There was concern about a potential decrease in property value due to CPO.
- The potential loss of business due to rerouting of existing bus routes away from Chapelizod village was also raised.

### New ideas/ Suggestions

- It was felt it was worth creating a bus stop on Chapelizod Bypass by the side of the existing footbridge (adjacent Liffey Gaels).
- It was suggested to divert cyclists at Hermitage Roundabout inbound with higher quality routing and signage.
- An underpass at Palmerstown was suggested, that would incorporate the Oval, similar to Adamstown Rd junction, in order to relieve the traffic congestion.
- It was suggested that bus contraflow to be included on the Quays, with cyclists not sharing with buses.
- It was questioned if the pedestrian bridge across dual carriageway at Chapelizod could be scrapped and the bus stops served by the existing underpass.

- It was felt that many cars approaching M50 eastbound are already using the bus lane so measures should be implemented to protect bus lane from motorists.
- It was felt that ending bus corridor at Junction 3 on the N4 would be a missed opportunity and it should extend west as far as Junction 5 in conjunction with the provision of a Park and Ride facility at Junction 5.
- Instead of bus stops in line with cycle track, it was suggested that island bus stops be proposed to avoid conflict between cyclists, pedestrians and bus passengers.
- There was a request to keep 25d as a regular route.
- It was requested to widen the pedestrian crossing to 4 m, removing railings and raise the crossing outside Heuston Station.
- It was suggested there was a need to increase the bus stop area at Heuston Station to accommodate for backlog of buses.
- There was a request for two-way cycle tracks on both sides of the N4, which should be a minimum of 4 m and have a verge between road and cycle track.
- A request was made to look into proposing an orbital system of bus routes connecting suburbs as opposed to having to travel into town to travel back out.
- It was suggested that Park and Ride facilities could be used to charge electric vehicles and store bikes.
- It was requested that the possibility of bike storage be included in design for bus stops.
- The addition of a Terminus between Foxborough and the N4/Lucan Road was suggested.



**Údarás Náisiúnta Iompair**  
National Transport Authority

National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20

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



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