

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 9 – Greenhills to City Centre

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

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## Contents

|  |  |    |
|--|--|----|
| 1.   | Executive Summary .....                                | 3  |
| 1.1  | Objective of the Scheme .....                          | 3  |
| 1.2  | Purpose of the Non-Statutory Public Consultation ..... | 3  |
| 1.3  | Public Consultation Process for BusConnects.....       | 4  |
| 1.4  | Information Provided in Public Consultation .....      | 6  |
| 1.5  | Submissions Received:.....                             | 6  |
| 1.6  | Principal Issues Raised: .....                         | 6  |
| 2  | Introduction .....                                     | 7  |
| 3  | Approach to Assessing the Submission .....             | 7  |
| 4  | Analysis of Issues Raised by Section .....             | 7  |
| 5  | Profile of those making submissions .....              | 10 |
| 6  | Themes Raised in the Submissions.....                  | 10 |
| 7  | The Main Issues Raised .....                           | 10 |
| APPENDIX A   |  |    |
| SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE ..... |  | 22 |
| APPENDIX B   |  |    |
| SUMMARY OF ISSUES RAISED, BY TOPIC.....              |  | 48 |

# 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 focusses on the Core Bus Corridor which runs from Tallaght to the City Centre (Route 9), via Greenhills. Other lines connect with this corridor at various points along the route; Line 8 joins at Walkinstown Road, Line 11 meets at Patrick Street and Line 7 meets it at Christchurch Square.

## 1.2 Purpose of the Non-Statutory Public Consultation

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

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

*The bus service is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the roll-out of the core bus corridor project.*

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

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

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

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

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

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

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

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

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

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

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

### **1.3 Public Consultation Process for BusConnects**

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

Phase 1: 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 Greenhills to City Centre emerging preferred route formed part of the second phase of consultation, which closed on the 30<sup>th</sup> April 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 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:

- Greenhills to City Centre Core Bus Corridor Options Study, Volume 1: Feasibility and Options Assessment Report, January 2018
- Greenhills to City Centre Core Bus Corridor Options Study, Volume 2: Feasibility and Options Assessment - Appendices, January 2018
- Greenhills to City Centre Core Bus Corridor (Tallaght to City Centre), Volume 2: Drawings, Rev CD4, February 2017

## 1.5 Submissions Received:

There were **87** submissions received for the Greenhills 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 issues raised included:

- 1) Rerouting of Existing Bus Services
- 2) Environmental Issues
- 3) Issues During Construction
- 4) Cyclist Safety
- 5) Pedestrian Safety
- 6) Security
- 7) Impact on Local Businesses
- 8) Integration
- 9) Non-Compliance with Design Standards and Planning Documents
- 10) Walkinstown Cross Design Issues
- 11) Loss of Parking Facilities

- 12) Route and Design Issues
- 13) Loss (property value, revenue, loss of function, privacy etc.)
- 14) Traffic Calming Issues
- 15) Disability Issues
- 16) Financing the Scheme
- 17) Suggestions and New Ideas

## 2 Introduction

Consultation on the Greenhills to City Centre Core Bus Corridor Emerging Preferred Route ran between the 23 January 2019 to 30 April 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 21 January 2019 and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- Red Cow Morans Hotel, Naas Road, 26 February 2019.
- Dublin City Council Civic Office, 12 March 2019.

A Community Forum Event was held at the following location:

- Our Lady's Hall, Drimnagh on Tuesday 12 February 2019.

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

The public were invited to make written submissions relating to the content of the Greenhills 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 **87** no. submissions for the Greenhills to City Centre emerging preferred route, from the 23 January 2019 to 30 April 2019. All submissions were entered into a database. The observations on the Greenhills Scheme also included a Petition form the Crumlin Road Residents Group signed by over 300 individuals.

## 4 Analysis of Issues Raised by Section

The corridor was divided into the sub-sections, and the issues raised in each submission was entered and categorised in the database by geographical section, by issues type and comment type.





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

The eleven sections included:

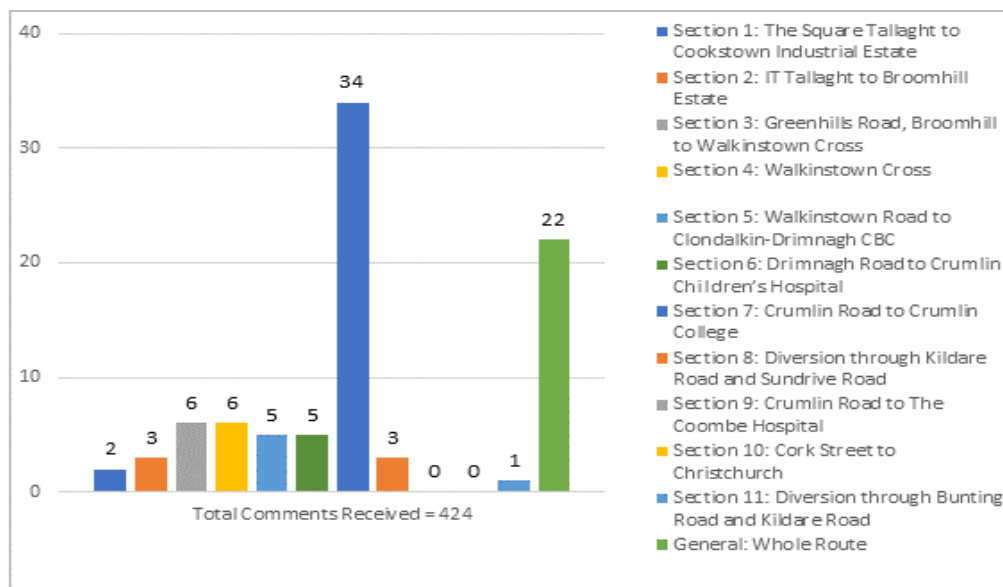
- Section 1: Belgard Square West to Belgard Road (Technology University Dublin, Tallaght);
- Section 2: Belgard Road (R113) to Mayberry Road (L3018), via TUD Tallaght and Greenhills Road (R819)
- Section 3: Mayberry Road (L3018) to Mulcahy Keane Estate, via Greenhills Road (R819), Ballymount Avenue, Calmount Avenue and Greenhills Road.
- Section 4: Walkinstown Roundabout and approaches.
- Section 5: Walkinstown Road (R819).
- Section 6: Drimnagh Road (R110), between Walkinstown Road and Kildare Road.
- Section 7: Crumlin Road (R110), between Kildare Road and Sundrive Road.
- Section 8: Kildare Road and Sundrive Road (alternative cycle route).
- Section 9: Sundrive Road to The Coombe Hospital, via the Crumlin Road (R110).
- Section 10: The Coombe Hospital to Christchurch, via Cork Street (R110), The Coombe, Patrick Street (R137) and Nicolas Street (R137).
- Section 11: Bunting Road and St Marys Road, between Walkinstown Roundabout and Kildare Road (alternative cycle route).



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 11 sections, submissions were also categorised as ‘The Entire Scheme’ where the submission referred to multiple areas, or the scheme as a whole.

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

**Figure 3 Distribution of Submissions by Section on Line 9**



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

|   | Number of<br>Comments within<br>the 87 submissions | Percentage  |
|---|--|-------------|
| Section 1: The Square Tallaght to Cookstown Industrial Estate | 13   | 3.1%        |
| Section 2: IT Tallaght to Broomhill Estate                    | 21   | 5.0%        |
| Section 3: Greenhills Road, Broomhill to Walkinstown Cross    | 34   | 8.0%        |
| Section 4: Walkinstown Cross                                  | 24   | 5.7%        |
| Section 5: Walkinstown Road to Clondalkin-Drimnagh CBC        | 16   | 3.8%        |
| Section 6: Drimnagh Road to Crumlin Children's Hospital       | 25   | 5.9%        |
| Section 7: Crumlin Road to Crumlin College                    | 34   | 8.0%        |
| Section 8: Diversion through Kildare Road and Sundrive Road   | 24   | 5.7%        |
| Section 9: Crumlin Road to The Coombe Hospital                | 31   | 7.3%        |
| Section 10: Cork Street to Christchurch                       | 46   | 10.8%       |
| Section 11: Diversion through Bunting Road and Kildare Road   | 5  | 1.2%        |
| General : Whole Route   | 151  | 35.6%       |
| <b>Total to-date</b>  | <b>424</b>   | <b>100%</b> |

## 5 Profile of those making submissions

Of the 87 individual submissions received:

- 83% were from **residents of the study area** and typically referred to local matters;
- 17 % from others.

## 6 Themes Raised in the Submissions

All 87 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 10 main themes were identified during this review process.

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

| Theme                         | Frequency   |
|-------------------------------|-------------|
| Accessibility/ Traffic Impact | 60 comments |
| Pedestrian and Driver Safety  | 20 comments |
| Cyclist Safety                | 64 comments |
| Suggestions and New Ideas     | 36 comments |
| Environmental Sustainability  | 67 comments |
| Integration and Compliance    | 31 comment  |
| Social and Community Impact   | 66 comment  |
| Land Use                      | 35 comments |
| Heritage                      | 8 comments  |
| Economy                       | 37 comments |

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

## 7 The Main Issues Raised

In this regard, 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) Rerouting of Existing Bus Services
- 2) Environmental Issues
- 3) Issues During Construction

- 4) Cyclist Safety
- 5) Pedestrian Safety
- 6) Security
- 7) Impact on Local Businesses
- 8) Integration
- 9) Non-Compliance with Design Standards and Planning Documents
- 10) Walkinstown Cross Design Issues
- 11) Loss of Parking Facilities
- 12) Route and Design Issues
- 13) Loss (property value, revenue, loss of function, privacy etc.)
- 14) Traffic Calming Issues
- 15) Disability Issues
- 16) Financing the Scheme
- 17) Suggestions and New Ideas

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

### 7.1 Issue 1: Rerouting of Existing Bus Services

The loss of several existing services, namely the Dublin Bus Routes 15A, 18, 123, has caused some concern amongst residents. This concern is due to the proposed route not encompassing all the areas that the previous services did, leaving many residents unable to get to work, school or local amenities. This will particularly affect the elderly and those with mobility issues. In addition the requirement to now change buses to get to locations that previously only required one bus has garnered objection due to the inconvenience and increased journey time. Again this will impact the elderly and disabled as they may have to alight at one stop and walk to another to get a connection.

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

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

### 7.2 Issue 2: Environmental Issues

One of the largest concerns amongst residents was the potential negative impact the scheme and its construction will have on the environment. The potential increase of noise level due to the construction of the route along with the proximity of the buses and cars to properties has been flagged as a potential major issue. Additionally the assumed increase of air pollution and light pollution the scheme would bring, particularly along the Crumlin Road, has not been welcomed. The lack of information published in regards to these has led to criticism. The removal of trees and greenspace in locations such as the central median at Christchurch, and along Crumlin Road has been objected to as it seems unnecessary.

**NTA Response to Issue 2:**

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.

As part of this planning process a detailed Environmental Impact Assessment Report (EIAR) is being prepared which will assess the impact of the proposed BusConnects proposals on Dublin. This will look at air, noise and many other environmental impact of the proposed schemes and will be submitted to the planning authorities for assessment. This will also be available for public review when the application is submitted.

The impact on trees will be more accurately quantified during the detailed design stage, with further appropriate options to minimise the impact on trees developed and assessed where feasible.

**7.3 Issue 3: Issues During Construction**

Some issues that may arise during construction include possible structural damage and subsidence, particularly caused by vibrations. The stabilisation of home walls and foundations is of concern to residents. There may be disruptions caused to existing utilities such as electricity, water and communications. Households feel they may be at risk of disease due to the disturbance of vermin due to the large scale nature of road works disruption and construction. Natural drainage of the area may be impacted due to the increase in pavement surfaces and reduction in green spaces, potentially posing a flooding hazard. Residents and businesses are also concerned about accesses to properties during construction.

**NTA Response to Issue 2:**

As part of the detailed design and construction process careful consideration is given to the impacts during construction. This will include visiting properties where identified and undertaking surveys with the agreement of the occupiers.

Existing above and below ground utilities will be mapped during the design process and will be provided to the contractor who will be required to confirm their location before construction begins. This will minimise the likelihood of disruption during construction, however where a utility is impacted the contractor will have measures in place to rectify the issues quickly.

Construction Traffic Management Plans will be created during the design stage so as access is always maintained. Where access is to be restricted this will only be done in consultation with the occupier, with the duration minimised.

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.

#### **7.4 Issue 4: Cyclist Safety**

A large number of submissions addressed the safety of cyclists on this route. The proposed removal of dedicated cycle lanes on Crumlin Road meaning they will have to compete with double decker buses for road space or being forced to cycle on the now reduced footpath is of great concern. It is crucial that buffers, raised tables and other measures are used at junctions due to the volume of large vehicles and HGV's along this route. Cyclists have not fully been provided for when turning at locations such as the Long Mile Road/ Walkinstown Road Junction and the Crumlin Road/ Drimnagh Road Junction. Proper segregation at Christchurch should be considered due to poor layout. Filtered permeability and hard methods of segregation should be provided. The Kildare Road Cyclist Detour fails to meet the five needs of a cyclist set by the National Cycle Manual. The route is both unsafe and indirect and has a history of fast through traffic. There are a number of instances of drive through bus stops along the route; these pose a risk to cyclists and pedestrians. These should be replaced with bus stop bypasses.

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

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs.

On Crumlin Road the limited road width and the necessity to provide bus priority on this congested link limits the potential to provide cycle facilities on this street. An alternative cycle route via Kildare Road and Clogher Road is now proposed which includes higher quality cycle facilities along quieter street.

#### **7.5 Issue 5: Pedestrian Safety**

The provision of shared spaces throughout the scheme should be revised as these provide a low level of service for all road users. Bollards and buffers should be included to segregate pedestrians. There are concerns that the proposed high quality cycle lanes as part of the BusConnects program will come at the cost of pedestrians and their safety. Throughout the scheme the footpath is currently often blocked by illegal on street parking; more aggressive parking deterrents should be implemented. Grass verges and planting of trees may mitigate this issue. The time required to cross the road will need to be extended due to road widening to ensure safe crossing of pedestrians, particularly the elderly. The removal of central reserves will put pressure on vulnerable pedestrians. Pedestrian desire lines should be taken into account.

**NTA Response to Issue 5:**

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

**7.6 Issue 6: Security**

Lighting is only provided on the northern side of the Greenhills Road and is not sufficient at several bus stop locations; this has raised concerns for pedestrian security. It has been noted that bus shelters can lead to antisocial behaviour. Additionally the increased proximity of pedestrians to residences has been raised as an issue on the Crumlin Road as there have been a series of burglaries in the area over the last few years; there is concern in regards security and further exposure. There is potential for increase in opportunistic crime due to the loss of driveway car parking and having to park further from houses. The lack of natural public surveillance and a decrease in perceptions of personal security may be an issue for night-time users of bus stops and pedestrians in general.

**NTA Response to Issue 6:**

Lighting will be upgraded on all roads which are being upgraded as part of the BusConnects Programme and will be in line with current best practise in terms of lighting levels.

Where road widening is taking place the boundary treatments (walls and gates) will be replaced with similar arrangements to the existing layout and in agreement with the landowners (see Issue 13).

The proposed widening along Crumlin Road has been reduced substantially to that which was indicated on the original EPR and as a result the existing boundaries will not be impacted.

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.

**7.7 Issue 7: Impact on Local Businesses.**

Early morning deliveries are an important aspect of the central distribution system and it is important that these deliveries are accommodated and restrictions on access are limited. Bus stop locations are

not suitable for the aging population, local businesses may see reduced trading and the potential foreclosure due to lack of frequent and accessible bus stops. Additionally the loss of on street parking, particularly during construction, could potentially affect local businesses and may lead to a loss of customers. All six corners of the Walkinstown Roundabout are currently used for car parking, which is removed in the NTA maps. There is sufficient space at Crumlin Road/ Windmill Road Junction (Iveagh Gardens) to provide dedicated parking for local shops and businesses.

***NTA Response to Issue 7:***

The NTA will work with local business to minimise the impact of the construction stage of the BusConnects project on their businesses. Access will always be maintained and loading/parking will be facilitated in the vicinity so as businesses can continue to operate as normal.

Currently just 25 on-street parking spaces are removed over the 11km length of Line 9.

The bus stop locations have been optimised throughout Line 9 and in general they are located close to businesses, and key destinations, as they are key attractors for bus passengers.

**7.8 Issue 8: Integration**

There are several routes of the Greater Dublin Area Cycle Network Plan (GDA CNP) that pass through or connect with the Greenhills Scheme such as primary Route SO5 along Belgard Road, Secondary Routes 7E and 8A. Junctions that meet these GDA CNP routes should be designed in such a way that the CNP can be completed without redesigning or reconstructing these junctions. It should be safe and protected at these dedicated cycle routes. South Dublin County Council proposes to construct a link road connecting Belgard Road and Cookstown Road. It is also proposed to provide an on-road cycle track along Belgard Square North. Details of this scheme will need to be incorporated into the BusConnects proposal.

***NTA Response to Issue 8:***

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

The future proposals will also take account of connections to other cycle routes noted on the GDA Cycle Network Plan as well as new road schemes.

Additional sections of cycle lane are being included in the BusConnects proposals, including a segregated cycle route along Belgard Square North.



### 7.9 Issue 9: Non-Compliance with Design Standards and Planning Documents

The proposal is not socially inclusive of all means of transport; it proposes to remove an existing cycle track in order to provide for both cars and buses, which contravenes the Dublin City Development Plan. This design does not promote the reduction of car usage or encourage cycling as outlined in the National Planning Framework. In contradiction to the National Cycle Policy Framework, the proposed cycle lanes are circuitous and non-designated – the proposal to reroute tracks but yet allow shared space with buses if one chooses the more direct path will, especially at peak hours, present a significant safety issue.

There are several instances throughout the route where left turn slip lanes have been indicated. Left turning slip lanes or streaming lanes are stated as being non-compliant with the NTA's National Cycle Manual (NCM), section 4.4.4, which states streaming lanes can only be used in low traffic speed environments and are not suitable for HGV routes (the high HGV flows in this area were noted). A further contradiction to DMURs is the prioritisation of buses and cyclists over pedestrians.

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

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

On all schemes the NTA is reviewing the design of cycle facilities at junctions in order to remove left turn lane conflicts, remove shared pedestrian/cycle space where possible and to provide more segregation through junctions.

### 7.10 Issue 10: Walkinstown Cross Design Issues

The safety of all road users of this junction is in question with the emerging preferred route proposal. The cause of congestion in the area is the build-up of vehicles at this roundabout due in inaccessibility to the M50 Northbound, M50 Southbound, Tallaght, South Dublin, City Centre and West Dublin. The redesign of this junction shows no improvement to the existing layout. It should not mix pedestrians and cyclists; uncontrolled crossings over two entry lanes would be unsafe and inconvenient; signalized crossings would be better. Residents of Greenhills Road have concerns regarding the pedestrian crossing just before the Walkinstown Cross Roundabout, as drivers often break the red light. Traffic calming measures should be implemented on all approaches to the roundabout.

There are a variety of cyclist issues at this location with regards to safety, accessibility and traffic which are outlined in the Appendices. Additionally, there are queries regarding the two existing electric vehicle charging points at this location and whether they will be maintained.

**NTA Response to Issue 9:**

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

The Layout of the Walkinstown Roundabout has been revised to include segregated cycle facilities and signalised pedestrian and cycle crossings on all arms. In addition, traffic calming ramps will be provided on the approaches to the junction to slow traffic down.

**7.11 Issue 11: Loss of Parking Facilities**

One parking space per residence is not sufficient for the local demographic; parking is required for carers, health nurses, doctors and family daily. Some residences require secure driveway parking for work vehicles. The requirement to take approximately two metres from properties and the removal of on-street parking will have negative impacts on most residents on Crumlin Road as they typically have more than one car. Parking their vehicles further from their home will render those targets for opportunistic crime. This is a particular concern of residents of Crumlin Road, Walkinstown Road and Drimnagh Road. The parking of vehicles on laneways surrounding Drimnagh Road for residents, shops and local businesses should be restricted to residents only.

**NTA response to Issue 11:**

The NTA has reviewed proposed land acquisition with respect to its impact on parking within private properties. As a result of this review the proposals have been altered on Crumlin Road and it is now not proposed to widen the road over its entire length, as the impacts on driveways would be too severe in many cases due to the length and gradient of the remaining driveway. The proposed layout on Drimnagh Road has also been reviewed and impacts on residential properties minimised through a reduction in lane widths. Due to the congestion being experienced by buses on Walkinstown Road and the larger gardens along its length it is not proposed to alter the proposals in this location.

Therefore, the current scheme proposal has reduced the impact on off-street parking when compared to the Emerging Preferred Route published in February 2019, in particular in the areas of Crumlin Road and Drimnagh Road.

### 7.12 Issue 12: Route and Design Issues

A number of junctions on Greenhills Road have not been provided with right turn lanes. This will result in low capacity junctions with right turning traffic causing congestion at peak times. There is strong suggestion to close vehicle access to and from Ballymount Road Upper. This is a narrow junction with a steep dangerous climb out onto Greenhills Road. The no right turn at Walkinstown/ Kilnamanagh may lead to excessive U-turns along Walkinstown Road. The addition of two “no-right turn” signs at Kilnamanagh Road will encourage a rat run through the SuperValu car park in order to gain access to Kilnamanagh Church, and local schools from Walkinstown Road.

Currently no left turn from Walkinstown Road onto Long Mile Road. This is not shown in NTA Maps. If right turn is removed at Kilnamanagh Road, Walkinstown Road residents are required to travel to Walkinstown Avenue in order to join westbound Long Mile Road. As seen in the Appendices, there are instances where a “no left turn” or a “no right turn” should be removed or included.

The use of Slane Road as a cycle route is questionable due to conflict with local traffic on a narrow street. Continue cycle lane through Clogher Road to join up the Canal Way Cycle Route. The addition of an outbound traffic lane should be reversed in order to provide an inbound cycle lane instead. Desire lines of cyclists need to be considered. They will take the most direct route rather than a diversion as Bunting Road.

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

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

In relation to the specifics mentioned above:

- Right Turns on Greenhills have been reviewed and additional right turn facilities provided.
- It is now proposed to close the road from Ballymount to Greenhills as a new road catering for this movement will be available.
- The various bans which were proposed as part of the EPR have been reviewed and where appropriate altered.
- The alternative cycle route is now on Clogher Road (to the Grand Canal) and not Slane Road as proposed in the EPR.

### 7.13 Issue 13: Loss of property value, revenue, loss of function, privacy etc.

Loss of land in front gardens and driveways is of concern to many residents along the route. Many requests for remedial works such as: new front walls, triple-glazed window, new front door, driveway

to be re-laid, sufficient internal and/or external insulation to eliminate noise pollution. Residents are concerned about the loss of property value due to CPO land take and the proximity of the carriageway. An additional concern is the loss of privacy due to the increased frequency in which double decker buses will be passing their homes at a closer distance to their windows. Residents and locals fear that the approach to urban design and regeneration and the resulting urban fabric, which to date remains unfinished and unhospitable, will produce similar results to Cork Street.

Affected residents who are contacting the NTA are being anecdotally told that there will be generous compensations that gardens will be reinstated, and that triple glazing will be installed to reduce noise in homes, all as part of a compensation package. Query whether these items will form part of a CPO compensation package or will merely be deducted from the ultimate compensation amount.

***NTA Response to Issue 13:***

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 assessed 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.

**7.14 Issue 14: Traffic Calming Measures**

Tallaght Square and Village need to recognise the need to reduce speeds to 30 KPH.

At night vehicles have a clear run from Crumlin Children's Hospital to Sundrive Road as traffic lights along this stretch are solely pedestrian crossings. The lack of traffic calming measures promotes excessive speed in this area. The widening of this road will further exacerbate this issue. The lack of enforcement of speed limits on Crumlin Road and two bus lanes will allow buses to travel at increased speed. Crumlin Road should have a 50 KPH speed limit that is actively enforced. Road lane widths should be reduced to below 3.25 metres.

***NTA response to Issue 14:***

The proposed BusConnects scheme is not expected to increase speeds, in fact they will most likely decrease as a result of narrower vehicle lanes being used. In addition, traffic calming measures are being proposed as part of the proposals at some locations which will slow vehicles down. During the detailed design stage the traffic signal timings will be optimised to reduce the speeds of traffic travelling along the R110 during off peak periods.

**7.15 Issue 15: Disability Issues**

Bus stop locations at greater than 400 metre intervals are not acceptable for people with disabilities, children or the aging population. Uncontrolled junctions are treacherous for the visually impaired. Footpaths of one material, preferably a non-slip surface with grainy feel so guide dogs easily navigate. At crossing points, tactile paving should be used and the kerb should slope gently to allow wheelchair users and prams to cross the road safely. Directional tactile paving should also be implemented to show the direction of the crossing. Where bus shelters are provided, they should be located as close to the edge of the path as possible and should not hinder pedestrians passing behind them. Tactile paving should also be used to warn of their presence. The design of bus shelters should not lead to many obstructions and protrusions onto the footpath.

As previously mentioned the need to change buses will hugely hinder the travel of the elderly and disabled.

***NTA Response to Issue 15:***

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

**7.16 Issue 16: Financing of the Scheme**

The capital expenditure budget associated with this project has been published in the media as in the region of €2 billion. To note in comparison the cost of Luas Green & Red lines was €728 million. There were many concerns regarding the discrepancy in costs of these two projects. Submissions asked will each route be operated as a separate project in terms of financing, procurement, planning, etc.

***NTA response to Issue 16:***

As part of the BusConnects planning process an Outline Business Case is being prepared. This will be continuously updated as more accurate information becomes available during the design process and issued to Government for final approval.

The planning and construction sequencing will be established over the coming months as the design develops.

**7.17 Issue 17: Suggestions and New Ideas**

There were a plethora of suggestions and new ideas to take into consideration for this scheme. These are detailed in the Appendix B. Examples of such suggestions include the provision of a connection through Limekiln Road across to the Kingswood Luas Stop and allowing a connection over to the A Bus Route in Templeogue. Another suggestion to be considered was the closure of one of the two entrances to Hibernian Industrial Estate to improve the overall safety of cyclists and pedestrians and reduce potential conflicts.

Other suggestions for this route were the introduction of a contraflow system and a congestion charge within the area of the Grand Canal, and/or a bus route alternation which includes the Naas Road.

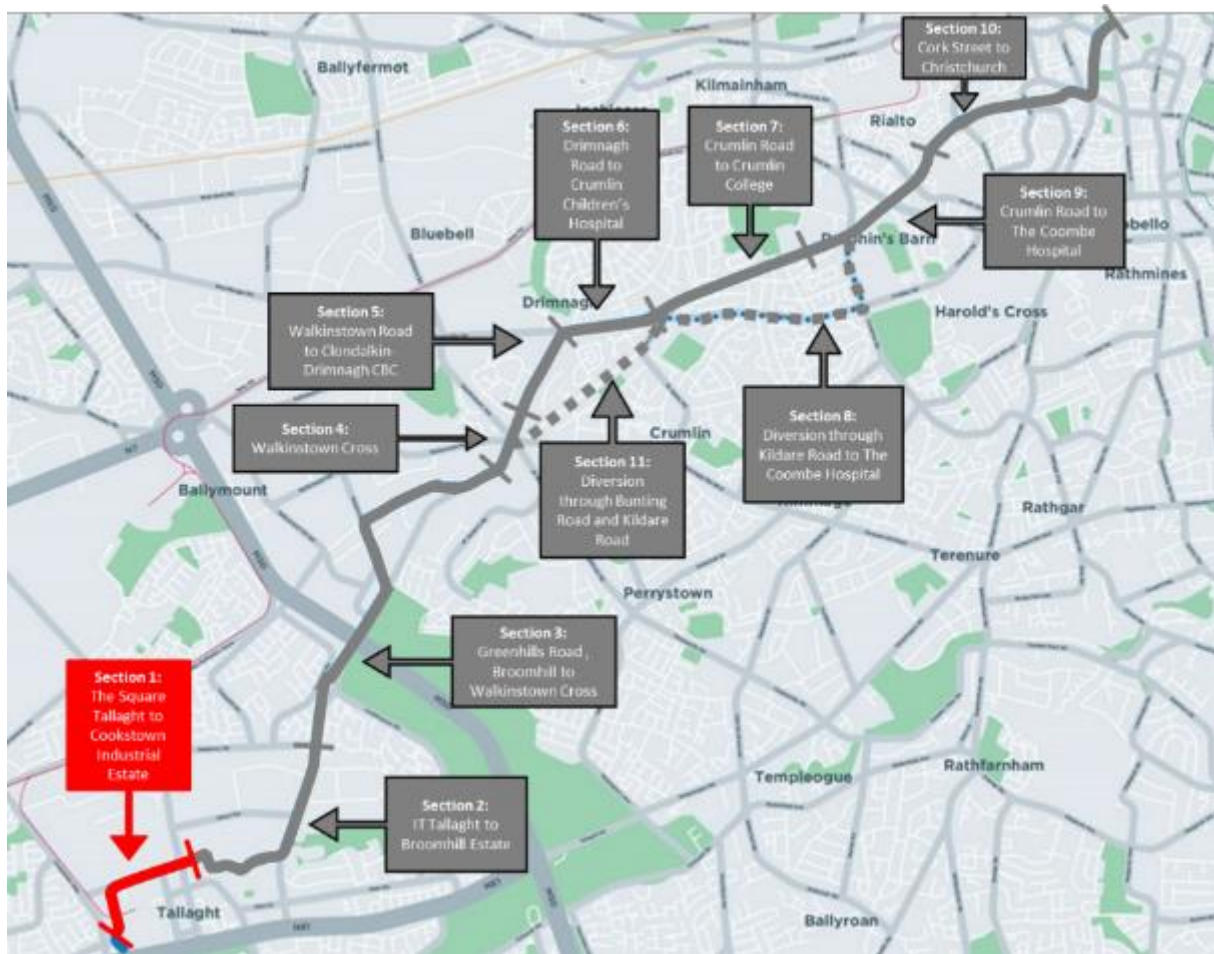
***NTA Response to Issue 17:***

The designs at this stage of planning are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent.

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



## Section 1: The Square Tallaght to Cookstown Industrial Estate



Main comments noted were the following:

### GENERAL:

- Cycling facilities have not been provided.
- Belgard Square West is local access only, so the need for bus lanes and general traffic lanes should be examined. Reducing the vehicular carriageway to two lanes and removing the central hatching would allow space to provide segregated cycle facilities.
- Tallaght Square and Village needs to recognise the need to reduce speeds to 30 kph.
- Alterations to existing traffic management layout may cause traffic to back up through existing junctions and cause traffic congestion at this location.
- Major developments are planned within the area occupied by the Square Shopping Centre. The proposed layout along Belgard Square West will restrict access to the shopping centre.

### MAP 2:

- Due to the range of retail facilities at The Square Shopping Centre Tallaght, sufficient vehicular access needs to be maintained for customers. It is requested that the NTA carefully consider how delivery access to the shopping centre will be maintained as part of future design proposals.

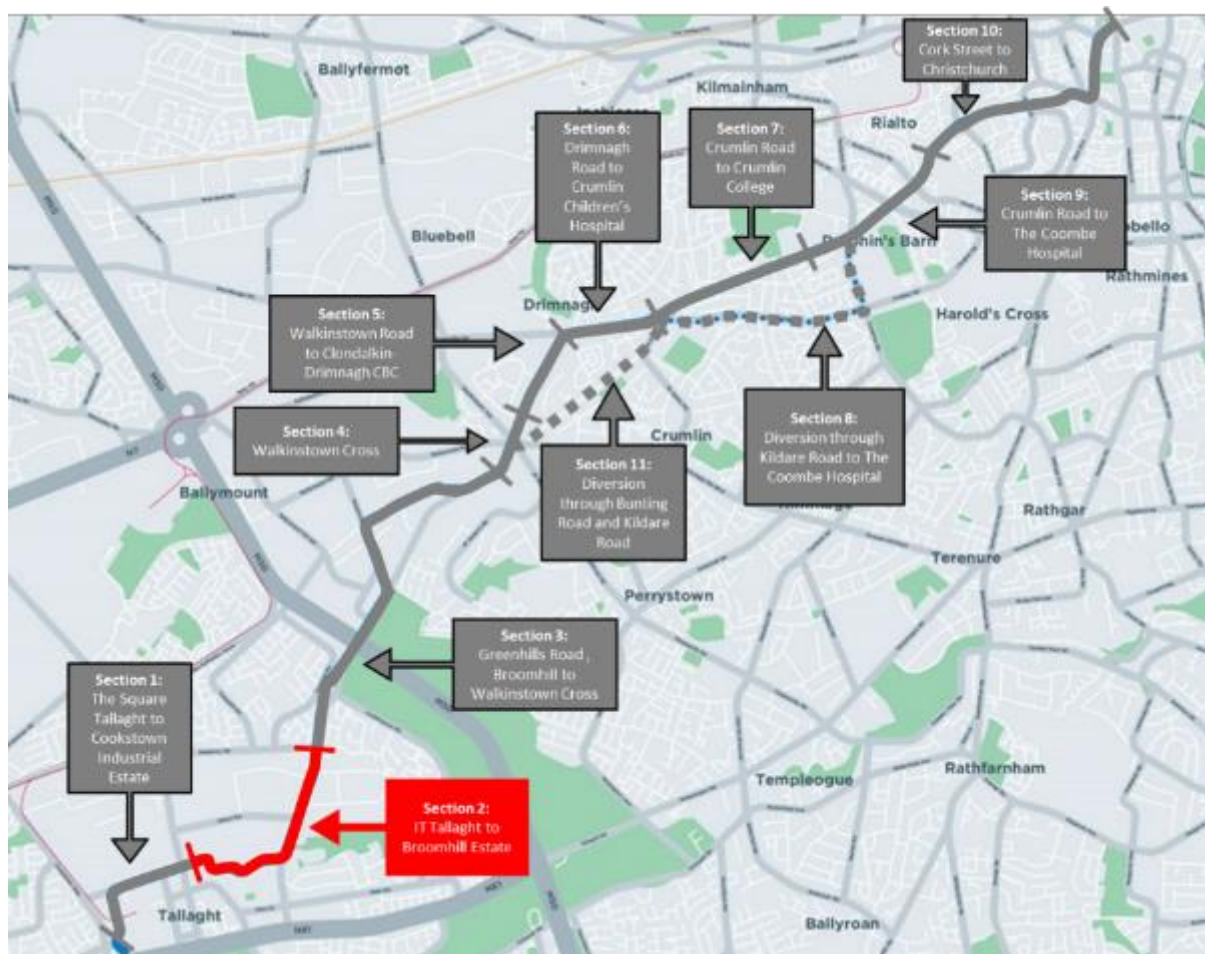
**MAP 3:**

- South Dublin County Council propose to construct a link road connecting Belgard Road to Cookstown Road. The works will consist of a 6m carriageway, 2 x 2m raised cycle tracks on either side and a new footpath on the eastern side of the road. Details of this scheme will need to be incorporated into BusConnects proposals.

**MAP 4:**

- This area is well served by various public/ private car parks, so the provision of on-street parking should be reconsidered.
- Belgard Square North should be reviewed to provide cycle tracks; could be achieved by restricting the road to local access only, with the Tallaght bypass carrying through traffic. Alternatively make the road one-way for traffic.
- Primary Route SO5 of the Greater Dublin Area Cycle Network Plan runs along Belgard Road, so a fully protected junction for cyclists should be provided at the Belgard Road/ ITT Access Road.

## Section 2: IT Tallaght to Broomhill Estate



Main comments noted were the following:

### GENERAL:

- The proposal of a two-way cycle route through ITT is welcomed, as it will encourage greater usage within and around the campus. It is recommended that the two-way cycle route is extended to connect with the ITT entrance on Blessington Road/ Main Street.
- Unclear whether or not all junctions along this section will be signalised or not.
- Lack of natural public surveillance and a decrease in perceptions of personal security may be an issue for night-time users of bus stops located along the ITT Access Road.

### MAP 5:

- The cycle lane and bus stop location are dangerous; there is sufficient space to bring bus stop into pavement as a bus stop bypass for cyclists.

### MAP 6:

- Cyclists will use footpath to access the Gym (Westpark Fitness) and Football Club (St. Mealruan's). Currently cyclists remain on the footpath at the junction of ITT Access Road and Greenhills Road.

- The proposed layout at the ITT entrance on Greenhills Road does not cater for right turning cyclists either entering from the north or exiting to the south. This will create pedestrian-cyclists and bus-cyclist conflicts.
- The southbound Greenhills Road cycle lane should be continuous through the T-junction.
- All arms of the junction should have controlled pedestrian crossings.

**MAP 7:**

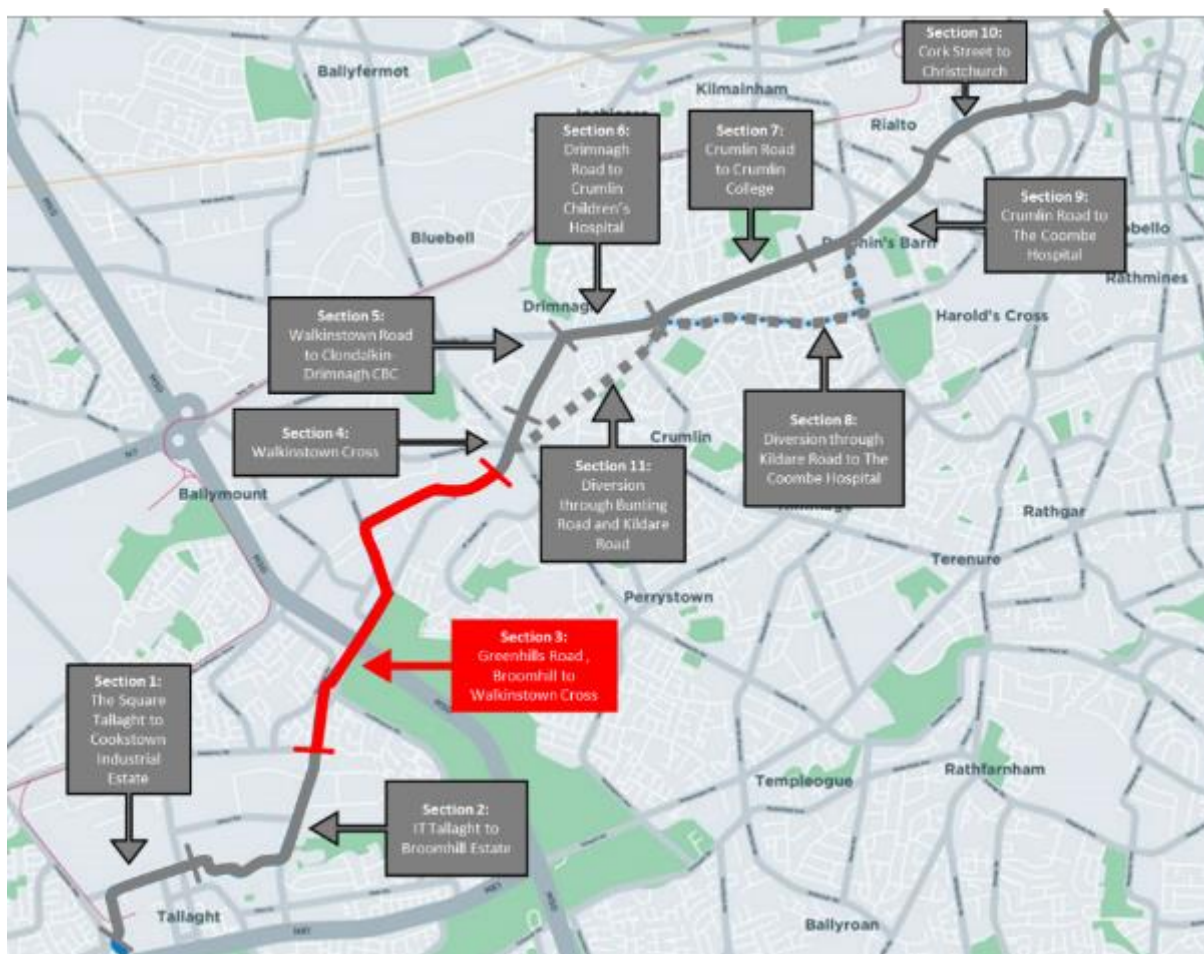
- Remove inline bus stops.
- Cyclists turning left onto Airton Road will mount the kerb.
- Junctions should be raised and a buffer space should be provided between the road/ cycle track, to remove cyclists out of HGV blind spots.

**MAP 8:**

- Shared space unacceptable at Broomhill Road Junction.
- Cyclists turning left onto Mayberry Road will mount the kerb.
- Junctions should be raised and a buffer space provided between the road/ cycle track, to remove cyclists out of HGV blind spots.
- Suggestion to close one of the two entrances to Hibernian Industrial Estate to improve the overall safety of cyclists and pedestrians and reduce potential conflicts.
- Safety of and provision for right turning cyclists both into/out of Mayberry Road needs to be factored into the design.



### Section 3: Greenhills Road, Broomhill to Walkinstown Cross



Main comments noted were the following:

#### GENERAL:

- Greenhills Road is in poor condition and has a poor road layout. It is narrow, underdeveloped and dangerous for all users. Greenhills Road needs development and widening to facilitate the high number of bicycles and vehicles that use it each day.
- Greenhills Road to Walkinstown Roundabout designs need to be improved to keep cyclists and HGV's separate
- Greenhills Road thought to be underlain with limestone and may be subject to some protection order to ensure limestone is not impacted.
- Potential impacts on the M50 Junction 10 Ballymount have not been addressed.
- A number of junctions on Greenhills Road have not been provided with a right turn lane. This will result in low capacity junctions with right turning traffic causing congestion at peak times. An option to be considered may be to terminate proposed bus lanes 25m from the stop line.
- Lighting is only provided on one side of the road (northern).

**MAP 9:**

- Three inline bus stops shown here which are unacceptable.
- Recommendation for clear delineation of a cycle/ pedestrian link from the Old Greenhills Road to the proposed Toucan Crossing.

**MAP 10:**

- Shared space over the M50 bridge is dangerous for both pedestrians and cyclists.

**MAP 11:**

- Shared space into an uncontrolled crossing meaning cyclists will continue to use footpath at Ballymount Road Upper.
- Strong suggestion to close vehicle access to and from Ballymount Road Upper. This is a narrow junction with a steep dangerous climb out onto Greenhills Road. The proposed re-routing of the bus and main route onto Ballymount Avenue facilitates the easy access to and from this area via Ballymount Avenue.
- It is crucial that buffer zones, raised tables and other measures are used at junctions due to the volume of large vehicles at Ballymount Industrial estate.

**MAP 12:**

- Unacceptable inline bus stops.

**MAP 13:**

- Unacceptable inline bus stops.
- All four arms of the Calmount Road/ Ballymount Avenue junction are Secondary Routes (7E and 8A) of the Greater Dublin Area Cycle Network Plan, so a Dutch Style Junction should be considered.

**MAP 14:**

- Unacceptable inline bus stops.
- New roundabout at the Lidl Junction is not welcomed, unless it is designed to safely cater for cyclists and pedestrians.
- Cyclists travelling between Walkinstown and Tallaght area are likely to avail of the Old Greenhills Road under this proposed scheme, as it will be quieter and generally safer.

**MAP 15:**

- Unacceptable inline bus stops.

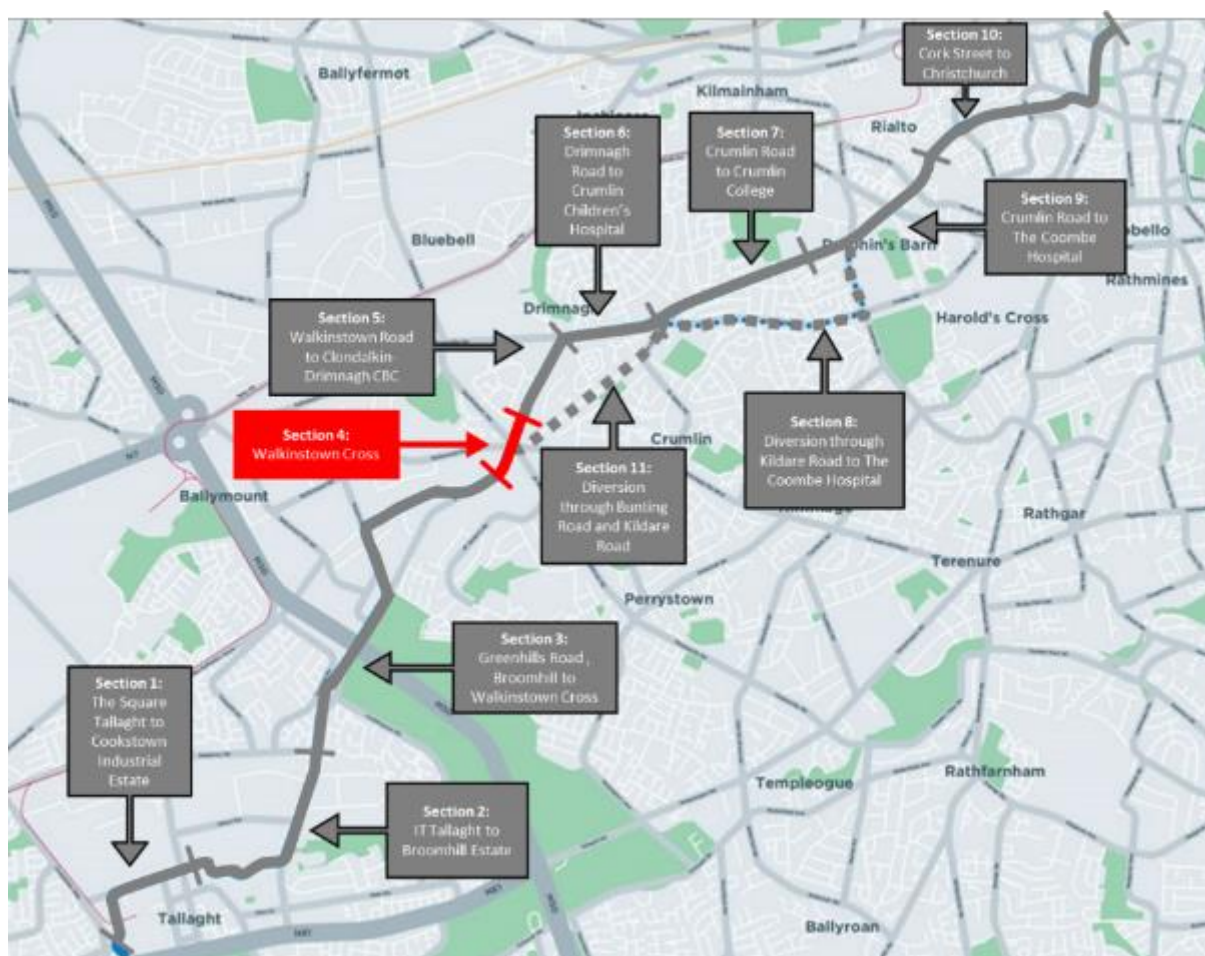
**MAP 17:**

- Unacceptable inline bus stops.

- Resident of Greenhills Road raised concerns regarding sewage outside their home, when blocked it flows down the road; there are concerns of whether this will be an issue during construction.



## Section 4: Walkinstown Cross



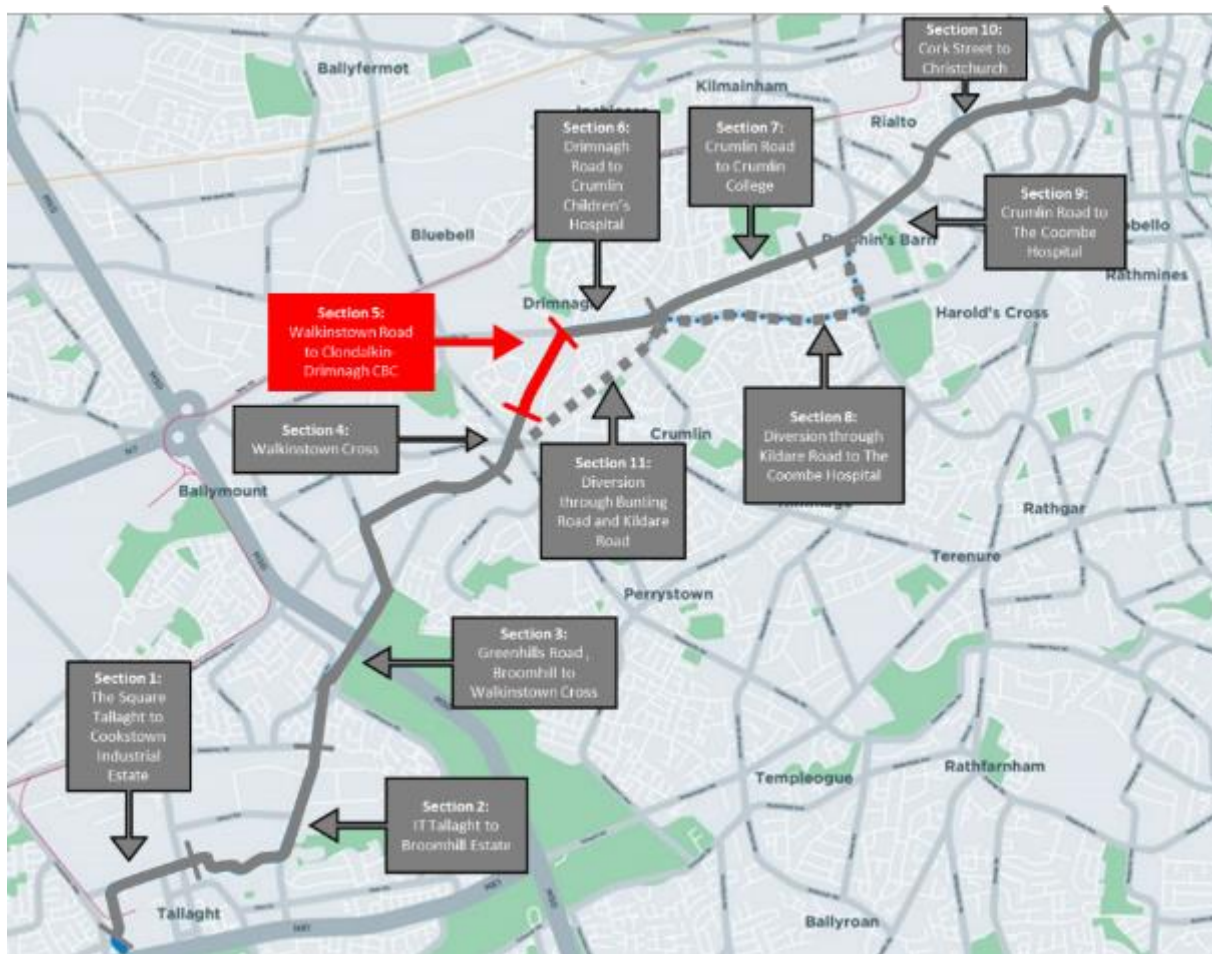
Main comments noted were the following:

### MAP 18:

- The provision of a shared space at a roundabout is considered to be highly inappropriate, particularly Walkinstown Cross. Cyclists will be approaching pedestrians from both sides.
- Unacceptable inline bus stops.
- The cause of congestion in the area is the build-up of vehicles at this roundabout due to accessibility to M50 North, M50 South, Tallaght, South Dublin City, City Centre and West Dublin.
- The redesign of this junction should not mix cyclists and pedestrians.
- Redesign shows no improvement of existing roundabout layout.
- NTA map shows 4 lanes of traffic, currently there is only 3 lanes, yet there is no land acquisition shown. How will the extra lane be provided?
- Consider the inclusion of traffic calming measures at all arms of this major roundabout.
- From a discussion at a community forum it is believed that cyclists will be required to dismount, which is completely unacceptable.
- All six corners of this roundabout are currently used as car parking. Land take from these could provide a Dutch Style junction.

- If cycle facilities at all arms is not feasible, at least provide a bidirectional cycle track connecting Greenhills Road to Bunting Road.
- The junction between Bunting Road and Cromwellsfort Road is not at all safe for cyclists. The outbound cycle track suddenly disappears just before the junction. Inbound cyclists also inexplicably lose their cycle track at the bend. It is not clear how an outbound cyclist on Bunting Road can re-join cycle tracks on Greenhills Road, nor how they will make a right turn.
- Uncontrolled crossings over two entry lanes would be unsafe and inconvenient; signalised crossings would be better, even if they would result in intolerably large amounts of time spent waiting to cross.
- Routing cyclists around 4 exits to reach the cyclist detour from the Greenhills Road is appalling and shows a lack of understanding with regard to cyclist safety.
- Suggestion that a signalised junction would be a better option instead of the roundabout.
- Residents of Greenhills Road have concerns regarding the pedestrian crossing just before Walkinstown Cross Roundabout. Drivers often break the red light; traffic calming measures should be implemented.
- Queries regarding the two existing electric vehicle charging points at the roundabout, will they be maintained?

## Section 5: Walkinstown Road to Clondalkin-Drimnagh CBC



Main comments noted were the following:

### GENERAL:

- Concerns regarding the loss of privacy and security for residences.
- Concerns regarding the removal of space to park cars.

### MAP 19:

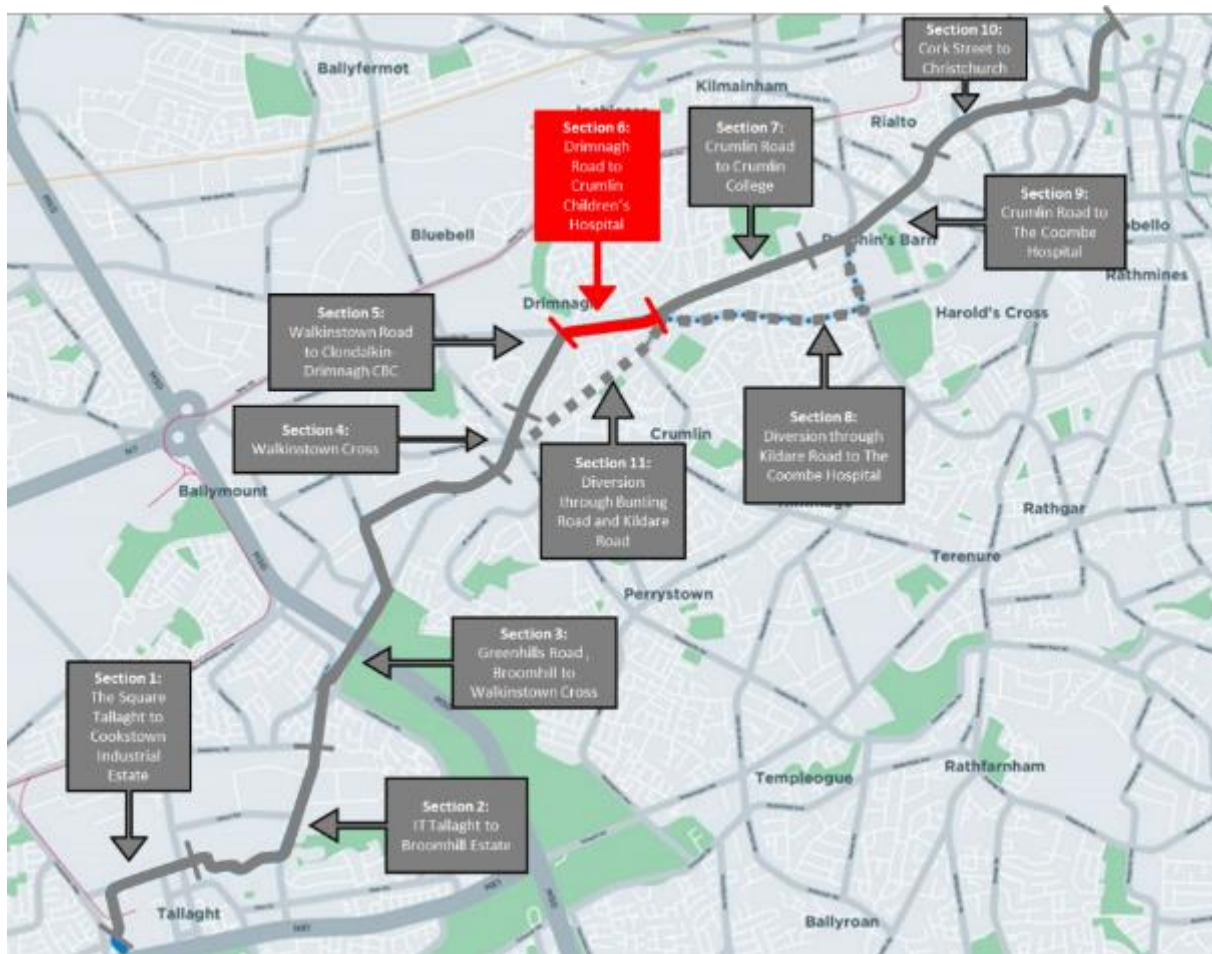
- Two additional lanes shown on NTA maps, yet only a small amount of land acquisition. This may lead to narrower footpaths which puts vulnerable pedestrians, especially those with disabilities at risk.
- The no right turn at Walkinstown/ Kilnamanagh Road may lead to excessive U-turns along Walkinstown Road.

### MAP 20:

- Vital that direct and safe access is provided during the construction phase from residences onto Walkinstown Road.

- The addition of two “no-right turn” signs at Kilnarnagh Road will encourage a rat run through the SuperValu car park in order to gain access to Kilnarnagh Church, Assumption Secondary School and Assumption Primary School from Walkinstown Road. This will impose a serious issue during the AM Peak.
- Confusion with land take here. Road width shows 4 lanes yet only 2 lanes at present.
- Left turning cyclists from Long Mile Road onto Walkinstown Road are forced to share road with buses and vehicles.
- Removal of pedestrian island at Long Mile Road junction is a safety concern.
- Footpath outside of bank on Map 20 has been greatly extended which may make bus turning difficult from the Drimnagh Road onto Walkinstown Road.

## Section 6: Drimnagh Road to Crumlin Children's Hospital



Main comments noted were the following:

### GENERAL:

- At night vehicles have a clear run from Crumlin Children's Hospital to Sundrive Road as traffic lights along this stretch are solely pedestrian crossings. The lack of traffic calming measures promotes excessive speed in this area. The widening of this road will further exacerbate this issue.

### MAP 21:

- There are proposals to convert the car park at Walkinstown Road/ Balfe Road into housing which will affect traffic counts. Provision for car parking elsewhere will need to be considered.
- Currently no left turn from Walkinstown Road onto Long Mile Road. This is not shown in NTA Maps. If right turn is removed at Kilnamanagh Road, Walkinstown Road residents are required to travel to Walkinstown Avenue in order to join westbound Long Mile Road.
- Shared space at Slievebloom Road and Drimnagh Road is unacceptable.
- Footpaths at this location are very wide and will be used by cyclists when lights are not in their favour. This is done now and will continue to be done.



- Inbound bus stop appears to be lengthened which may pose problems for buses turning onto Long Mile Road, to get parallel at the stop for ramp access.
- No need for shared surfaces at Balfe Road and Slievebloom Road as cycle lanes have been provided.
- Major problem with footpath parking on Drimnagh Road outside residences 133 to 147, where land take is shown on map.
- The removal of the bus stop located outside the row of shops on Drimnagh Road should be reversed.
- The placement of bike lanes in the door zone of parked cars is dangerous.
- It is unclear why a bus stop layby is proposed at this junction, or why it needs to be double length. Removing of the lay by would allow for a bus stop bypass to be provided.
- Cyclists wishing to turn right onto Walkinstown Road have to cross three separate pedestrian crossings.
- For westbound traffic continuing along the Long Mile Road, a second general traffic lane appears before merging again less than 200m later. This will not improve capacity or traffic flow. This space should be reallocated to make the junction safer for cyclists.

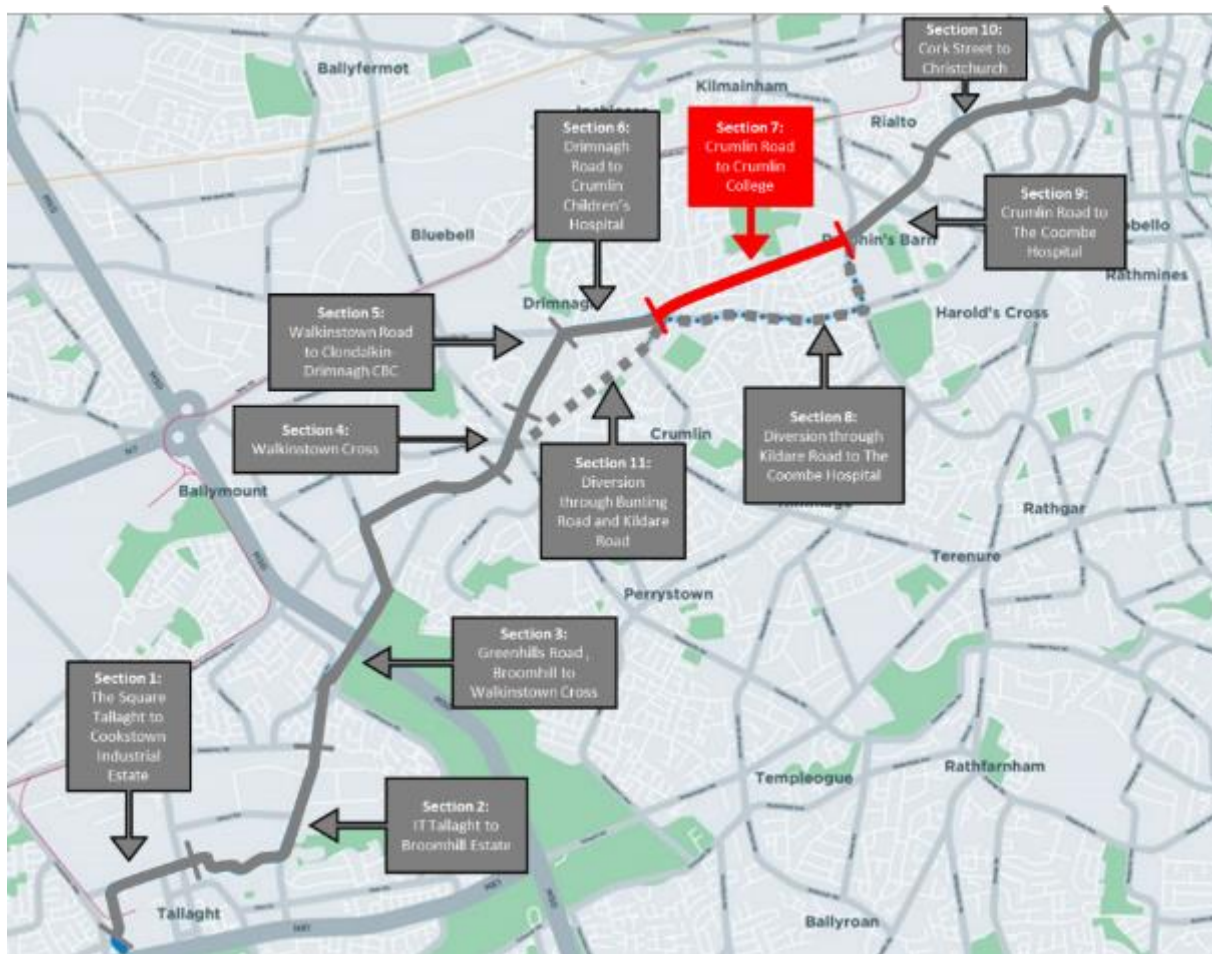
#### **MAP 22:**

- Unacceptable inline bus stops.
- Three inbound bus stops outside Crumlin Children's Hospital have been merged into one stop. This will cause confusion to regular bus users.
- A bus lay by should be provided here as there is ample space.
- Local resident suggests the extension of the bus lane at Saint Mary's Drive. The left turn into this road is used very infrequently.
- Concerns raised regarding the loss of parking. If parking is removed from the main streets and roads, it will lead to drivers parking their cars in residential estates and blocking homeowner's access.

#### **MAP 23:**

- Cycle lanes should be marked going through junctions to prevent accidents.
- No cycle lane on Crumlin Road.
- No pedestrian crossing at Kildare Road.
- Diversion routes are too narrow and not suitable for van access.
- The proposed plan will make it difficult for a cyclist to travel westbound from the Crumlin Road to the Drimnagh Road at the junction.
- Suggestion that land take should be taken from Crumlin Children's Hospital due to the construction of the proposed new children's hospital.

## Section 7: Crumlin Road to Crumlin College



Main comments noted were the following:

### GENERAL:

- The increase in width of Crumlin Road to a consistent four lane carriageway removes buses from the traffic lanes and presents an unhindered route to the City Centre. This will increase car usage.
- Reduction of privacy along Crumlin Road. Current planning regulations provide minimum offsets of windows to prevent overlooking by neighbouring properties, but this issue seems to be ignored as the public footpath will be closer to ground floor windows, and buses passing every few minutes will be closer to 1<sup>st</sup> floor windows.
- Large amount of green space and planting along Crumlin Road is proposed to be removed.
- Removal of dedicated cycle lanes and the proposal to integrate these into shared use of bus lanes for cyclists seems counter intuitive. No local access for children and youths to school, swimming pool, GAA club etc.
- More trees should be planted to enhance environment. Mimic roads such as Griffith Avenue.
- Combined total of 288 buses in a 12 hour period (24 buses per hour from routes 27, 77a and 151) will bring air pollution, noise pollution, and street lighting issues close to residential windows and potentially natural drainage issues.



- Due to proposed quiet shared space on Kildare Road, residents will be forced to travel through Windmill Road and Clonard Road if they wish to travel by car. These are very narrow roads (<8m wide) which have zero traffic capacity and were never intended to be main traffic routes.
- No enforcement of speed limits on Crumlin Road and two bus lanes will allow buses to travel at increased speed. Crumlin Road should have a 50 kph speed limit that is actively enforced.
- Current issue of illegal parking in the existing cycle lane along Crumlin Road.

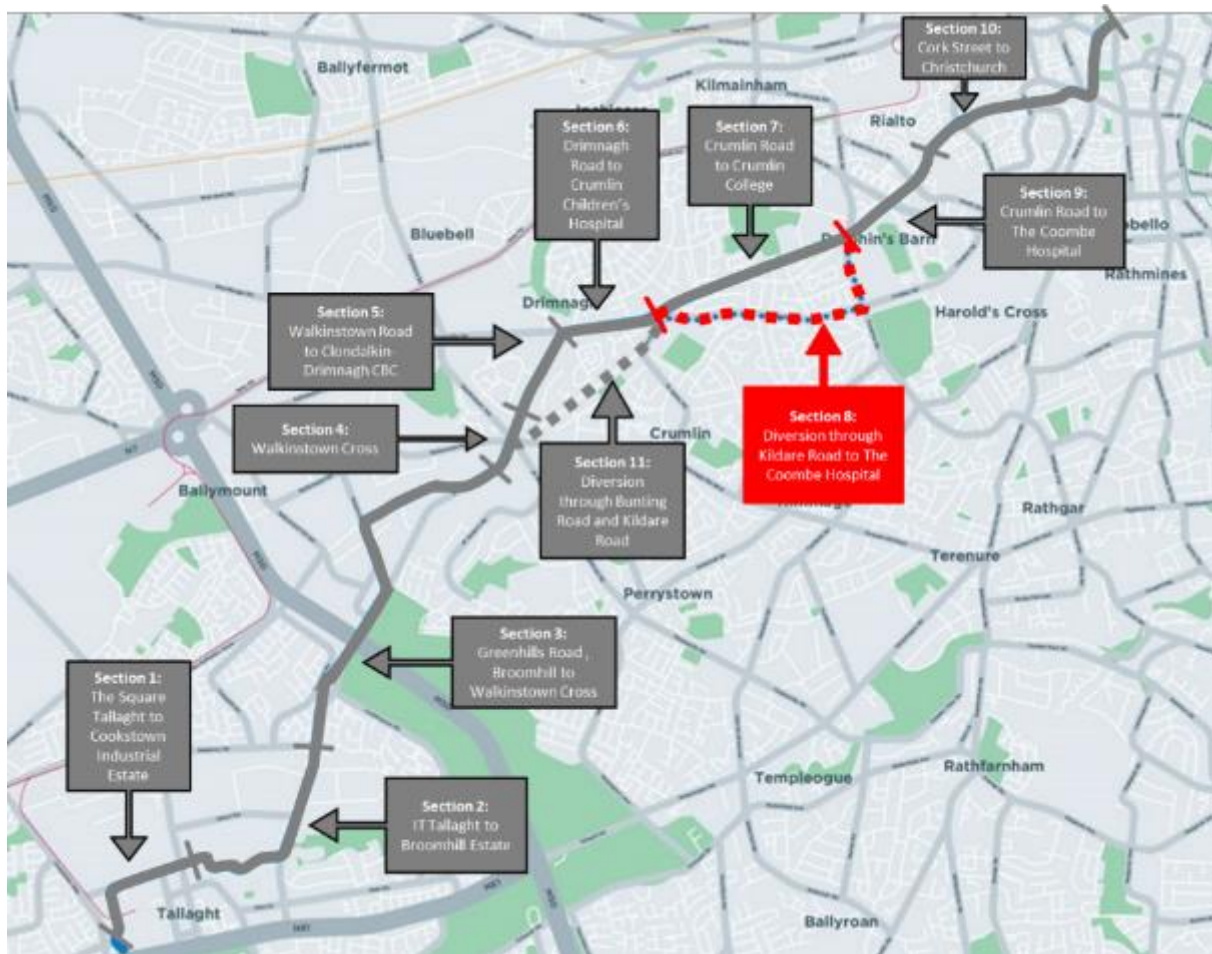
#### **MAP 24:**

- No land take on the northern side of the road where there are commercial businesses with paved frontage. All negative impacts on the southern side which consist of residential houses.
- Resident currently reverses into driveway. With the addition of a frequent bus lane between the carriageway and their property it will be impossible to do this. Resident requires sufficient parking for company vehicles (vans & lorry) that contain equipment up to 100k in value; This parking needs to be secure.
- The outbound bus stop at Crumlin Road/ Windmill Road junction (Iveagh Gardens) has been removed. There is no shortage of space at this location and it would be an opportunity to provide a bus bay and dedicated parking for local shops and businesses.
- The corresponding inbound bus stop at Raphoe Road should be located closer to the pedestrian crossing, as the distance leads to jay walking.
- Concerns regarding the collection of bins and how this will impact the flow of the carriageway.
- Resident at this location uses crutches and requires direct car access to their property at all stages during construction.
- Provision of mirrors for residents to easily and safely enter/exit property are requested.

#### **MAP 25:**

- Impact on parking, access, compensation and security on Bank located on Crumlin Road. Cash deliveries to the property and security access is required 24 hours a day.
- Residences 181 to 197 have land take proposed on Map 25; this is a serious issue as these houses have no other parking spaces.
- Resident requests a wrought iron rail on top of their new boundary wall, a single hinged gate to replace the current gate and a new rubbish bin.
- Residents wish to reverse into driveway as the sight line to reverse out is very poor. They will be unable to reverse across bus lane and cycle lane with the proposed layout.
- Parking around the shops on Crumlin Road belongs to the sports ground behind it; removal of this parking would cause havoc for players and supporters.
- Residents would prefer to not have shelters at bus stops along Crumlin Road as they lead to antisocial behaviour.
- Parking required for staff at Crumlin College (9-10 cars).

## **Section 8:      Diversion through Kildare Road and Sundrive Road**



Main comments noted were the following:

#### GENERAL:

- The banning of cars along Kildare Road is a severe proposal as this road is currently a busy residential area which usually takes traffic off the overloaded Crumlin Road.
- Would make more sense to divert cyclists through Clogher Road rather than back onto Crumlin Road.
- The provision of segregated cycle facilities are needed along the Kildare Road diversion.
- The proposed cycle route fails to meet the five needs of a cyclist.
- The proposals are not compliant with the National Cycle Manual (NCM) for an integrated cycle route. There is a 50km/hr speed limit and the road is not designed for low speed either. The carriageway width varies from 7.1 – 8.5m, which is outside the 5.5 – 7m maximum set in the NCM. The proposals also include new and retained slip turns and large corner radii.
- The cross-section of Kildare Road is approx. 15 – 17.6m wide, which is relatively wide for a residential street. It may not be necessary to provide cycle tracks on all sections of Kildare Road however; there is space for dedicated cycle facilities while maintaining on-street car parking.

**MAP 26:**

- With one-way configuration there should be a “no left turn” from Cashel Road onto Kildare Road, or the footpath should be extended out.

**MAP 27:**

- Should be a “no left turn” placed on Kildare Road between the residences numbered 156 and 262 and also a “no right turn” placed on Monasterboice Road at the junction of Kildare Road.
- Install pedestrian crossings at Bangor Road junction.
- The proposed traffic reduction measures here are closer to bus priority than making the street safe for cyclists.

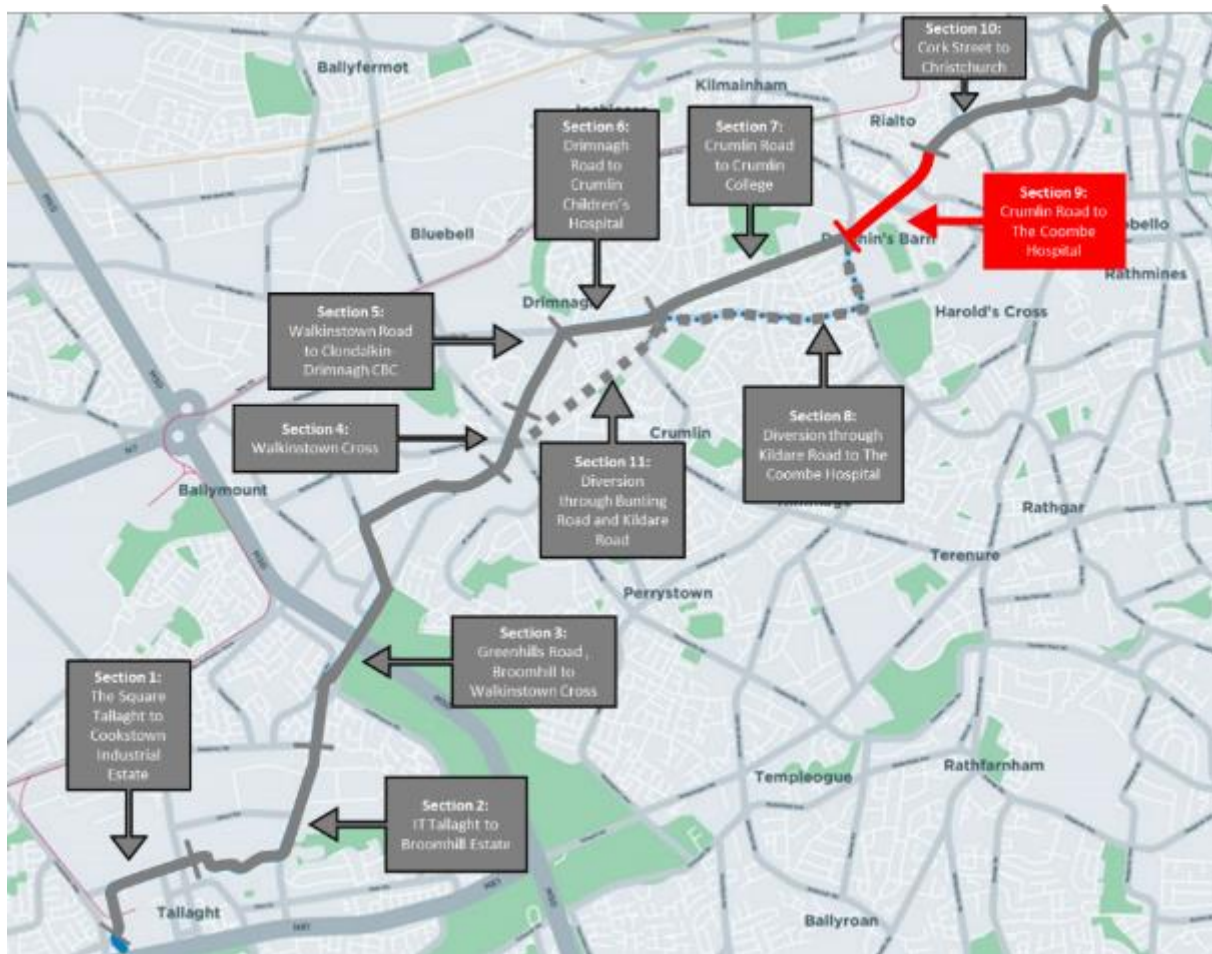
**MAP 28:**

- The use of Slane Road as a cycle route is questionable due to conflict with local traffic on a narrow street.
- Dangerous right turn for cyclists from Slane Road onto Clogher Road.
- Continue cycle lane through Clogher Road to join up the Canal Way Cycle Route or continue along Donore Avenue to South Circular Road or perhaps Cork Street.
- Suggestion to make Clogher Road one way.

**MAP 29:**

- Dangerous right turn for cyclists from Sundrive Road onto Downpatrick Road.
- Shared space at the corner of Downpatrick Road is dangerous and leads straight into an inline bus stop.

## Section 9: Crumlin Road to Coombe Hospital



Main comments noted were the following:

### GENERAL:

- Cyclists are forced to share the bus lane with buses from Sundrive Road until Dolphins Barn.
- The options report begins with the unbending assumption that a bus lane and a general traffic lane must be maintained in both directions, even though DMURS states that these two modes should be considered last, not first.

### MAP 30:

- Right turn from Sundrive Road onto Crumlin Road has potential to be dangerous depending on the traffic signalling.
- Increase in road width and increase in number of lanes seems unrealistic with such little land take.
- Inbound bus stop has been moved away from the shops and will remove an e-car charging space which is unacceptable.
- A casual observation of the existing bus lanes from Crumlin Shopping Centre to Sundrive Road and on Dolphins Barn/ South Circular Road shows that bus lanes are simply being ignored by motorists.

**MAP 31:**

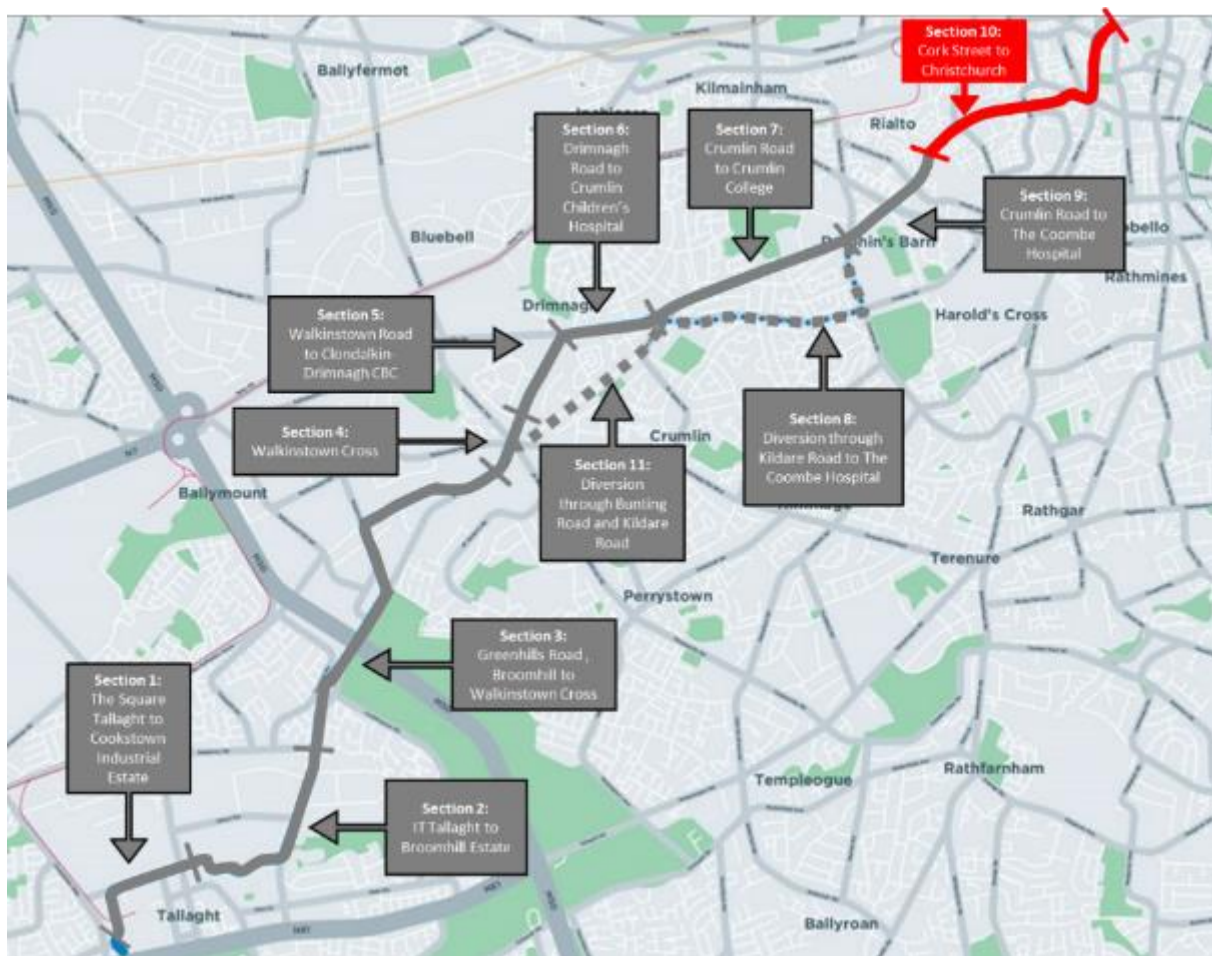
- Dolphins Barn needs to be made safer for cyclists instead of adding extra turning lanes for motorised traffic.
- Removal of an inbound bus stop opposite the Loreto School.
- No provision of cycle facilities yet there is space on this road for widening to include cycle lanes.
- No crossing facilities for pedestrians at Grand Canal side of Dolphin Road crossing.
- Sufficient space to provide bus bypass lanes for cyclists.
- The cycle tracks on Dolphins Barn Bridge over the canal look less than 2m. The hatching in the middle of the road should be removed to widen the cycle track.

**MAP 32:**

- “No left turn” implemented onto South Circular Road.
- Bike lanes need to go behind bus stops (bus stop bypasses).
- There is ample room at the South Circular Road junction to provide a Dutch Style Junction with fully segregated cycle and pedestrian facilities.
- Directly outside the Coombe, the pavement is currently always blocked by vehicles parking all four wheels on the footpath and kerbs. More aggressive parking deterrents as seen at the Wilton Terrace/ Grand Canal area should be implemented here. Grass verges and the plantation of trees would also mitigate this issue.
- The addition of an outbound traffic lane should be reversed in order to provide an inbound cycle lane instead.



## Section 10: Cork Street to Christchurch



Main comments noted were the following:

### GENERAL:

- Christchurch Place, High Street and Nicholas Street Junction will be chaos as cyclists will dive in and out of lanes at will. This intersection is abused regularly by cyclists and the NTA design will make it worse.
- Christchurch junction needs to be made safer for all road users.

### MAP 33:

- Unacceptable inline bus stops.
- Parking protected bike lane as seen in Blackrock should be implemented here on the inbound lane on Cork Street.

### MAP 34:

- Unacceptable inline bus stops.
- Too many bus stops.

**MAP 35:**

- Unacceptable inline bus stops.
- Junction improvements at Ardee Street are welcomed.
- Sufficient space here to provide bus stop bypasses.
- Bus stop locations should be rationalised; inbound stops too close together.

**MAP 36:**

- Unacceptable inline bus stops.
- Removal of the right turn at Francis Street may cause problems for delivery vehicles.
- The removal of the central reserve is not welcomed; it currently helps pedestrians and cyclists to cross the road. It may also encourage traffic to turn right from Bull Alley Street.
- The Dean Street/ Kevin Street junction is currently very intimidating. A Dutch Style redesign should be considered.
- There was a suggestion to provide a 3 second or so head start bicycle only green light ahead of traffic in all directions to allow cyclists to safely cross the junction freely before traffic.
- The inbound bus stop on Patrick Street should be relocated approx. 50m to the north to opposite St. Patricks Well, in order to allow for the provision of a bus stop bypass for cyclists.
- The pocket left turn/ slip lane onto Patrick Street should be removed as it will require vehicles to cut across the cycle track and will place eastward travelling cyclists between two traffic lanes.
- The on-street parking should be reduced to the absolute minimum or ideally removed altogether on Patrick Street.

**MAP 37:**

- Unacceptable inline bus stop at Patrick Street. It is noted the Toucan Crossing is already abused by cyclists.
- The removal of trees along the central meridian is not welcomed; there is no reasoning for this as the road is wide enough.
- Bus lane should be marked along Christchurch Place on both sides of the road.
- The cycle lane in front of the bus stop on Nicholas Street is unsafe.
- The existing taxi rank outside of Jury's Hotel on Christchurch Place regularly sees taxis parked in the bike lane. Proper segregation needs to be considered here, possibly a free standing kerb and bollards between the bike lane and taxi rank.
- The trees should remain after the central median is removed, especially with the current climate chaos.

## Section 11: Diversion through Bunting Road and Kildare Road



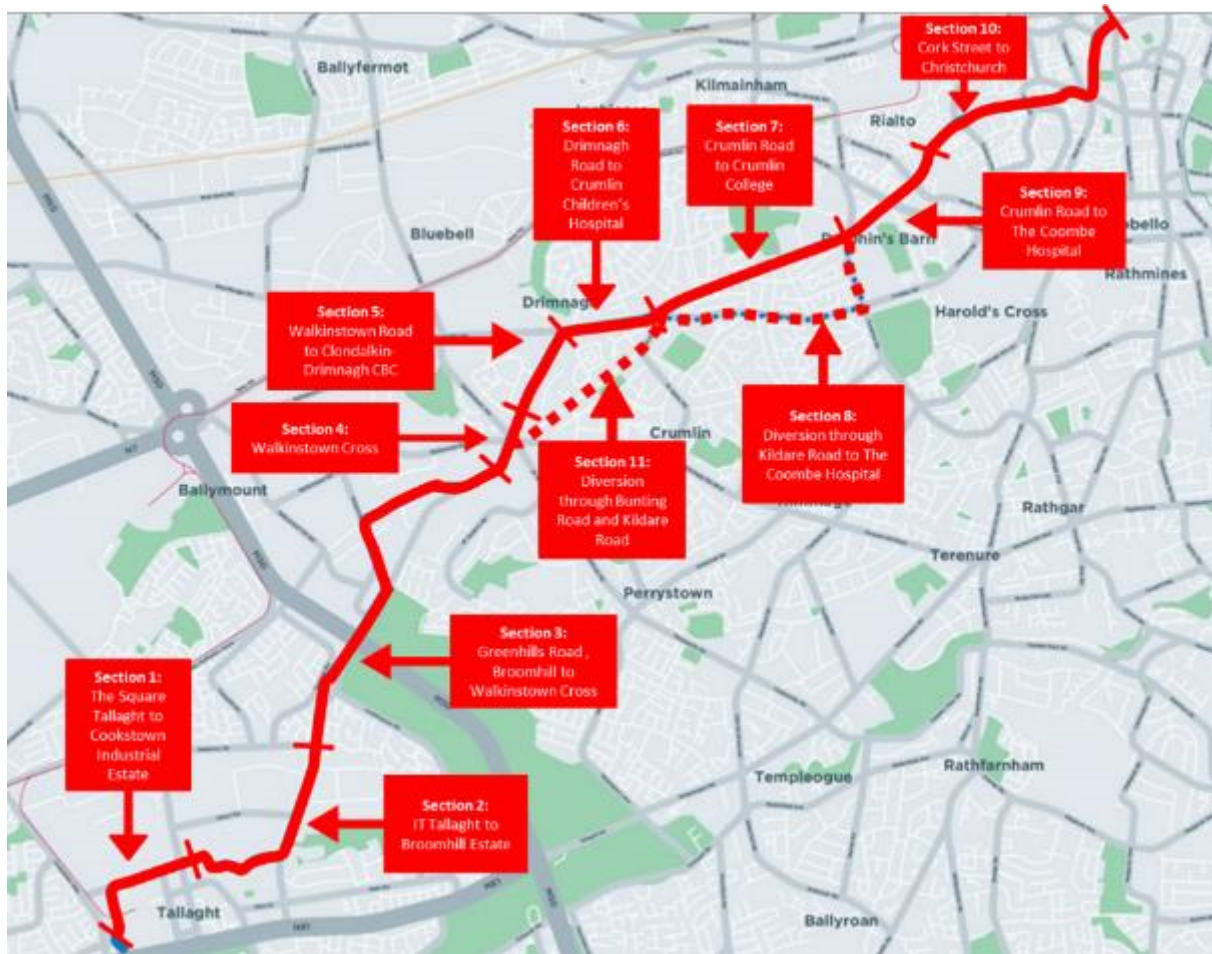
Main comments noted were the following:

### GENERAL:

- Desire lines of cyclists need to be considered. They will take the most direct route rather than a diversion as Bunting Road.
- Bunting Road has had a history of fast through traffic, which is why severe ramps were installed. Filtered permeability and removal of existing ramps should be considered.
- Footpath parking is extremely common on Bunting Road causing blockage for cyclists. Bunting Road should be designed in a manner to mitigate this issue.



## Multiple Sections throughout the Scheme



### GENERAL:

- If BusConnects is implemented Greenhills residents will reach 5% fewer residents and 19% fewer jobs in 45 minutes.
- Facts provided in NTA Report are unclear, vague and do not appear to be backed by any reference or source, including traffic flow studies.
- Greenhills is a densely populated area that is currently poorly serviced by public transport; the suburb sits almost equidistant from the Luas Red and Green Lines. Consider alternative starting point of Scheme such as Wellington Road or at the 15A terminus at Limekiln Avenue.
- Loss of Dublin Bus Route 18 from Palmerstown to Walkinstown is not welcomed.
- Loss of the 123 Dublin Bus Route should be seriously reconsidered. It passes through St. James's Hospital which is a lifeline providing independence for many older people in Walkinstown and Drumagh.
- Loss of Dublin Bus Route 15A requires residents to take three buses instead of one in order to get to Harcourt Street.
- Suggestions to reroute through Walkinstown Avenue rather than Walkinstown Road; no CPO required as there are existing extremely wide footpaths.

- Concerns that properties will be affected by subsidence and structural damage. Disruption may be caused to existing utilities e.g. electricity, water and internet. NTA must be prepared to bear the cost of stabilizing home walls/ foundations and the replacement of windows/fixtures as a result in addition to fixing fences/ boundary walls.
- One parking space per residence is not sufficient for local demographic; parking is required for carers, health nurses, doctors and family. As cars will have to be parked further away from properties there may be an increase in opportunistic crime.
- Fears of a repeat of derelict bus lanes as on Tallaght Road will occur, with bus services only once an hour.
- The pedestrian green time at crossings needs to be increased due to the proposed increase in road width.
- Bus stop locations not suitable for people with disabilities, young children or the aging population in the locale. Local businesses may see reduced trading and potential foreclosure due to lack of frequent bus stops.
- Construction within such close proximity to residences may cause a potential rodent issue, as seen in previous construction projects.
- Suggestion to provide a connection through Limekiln Road across to the Kingswood Luas Stop and allowing a connection to the A Bus Route in Templeogue.
- The restriction of private vehicles along this route is an undesirable feature and will cause alternative routes to become over congested.
- Repair road surfaces to eliminate the shudder that is exaggerated on bus journeys.
- Risk assessment should be carried out on every bus stop to ensure the locations are safe.
- Consider the introduction of no right turns at several locations during peak times to reduce congestion.
- Priority green bus filter for buses similar to those already implemented and seen around Dublin would be more effective for bus flow than road widening and taking people's gardens.
- It is vital that any changes in Bus Routes do not dismantle or reduce the reach and local access, especially between suburbs and the City Centre.
- At traffic lights, the cycle lane should stop behind the pedestrian crossing but ahead of the vehicular stop line.
- Whether pedestrian crossings are traffic light controlled or a zebra crossing, there should be no obstructions to the view of all road users.
- NTA should design a route to provide high quality cycling infrastructure that is suitable for cycling for all ages and abilities, safe, segregated and protected junctions, continuous infrastructure (not stop-start) with continuous priority at side streets, integrated with the bus network to allow for inter-modal travel, e.g. bike parking at bus stops, and sympathetically designed to improve the public realm by incorporating benches, trees, planters etc.
- Early morning deliveries are an important aspect of the central distribution system. Such deliveries not only ensure consistent product quality and availability, but also reduce the number of delivery trucks on the road network at peak times; it is important that these deliveries are accommodated and restrictions on access is limited.
- As a result of moving cars off certain roads, other roads will see increased congestion.
- Bus drivers should be consulted as they have better knowledge of the city and people's needs.

- Priority order should be pedestrian, cyclist, public transport, motorists.
- Bollards and buffers should be included to segregate cyclists and pedestrians, to prevent cyclists from mounting footpaths.

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

## Accessibility/ Traffic Impact

- To date no data on what studies of traffic use and patterns that have been undertaken has been publicised. Residents want to be informed and educated on this by the NTA if an honest attempt is being made to justify these works.
- Introduction of 2 additional lanes on Crumlin Road will add to the already heavy levels of traffic.
- Concern that this approach may not correct the traffic issues in Dublin, particularly considering the number of proposed routes.
- Existing traffic issues on this route, particularly on Greenhills Road. This is due to poor road layout. This road needs development, widening, to facilitate the high number of bicycles, cars, trucks, etc., using it each day.
- Access to the Church on Kilnamanagh Road and also the Longmile Road from Walkinstown Road, with the removal of the right hand turn from Walkinstown Road onto Kilnamanagh Road is an issue.
- Has the proposed building of houses/apartments on Walkinstown Road/Balfe Road and rear of Walkinstown Road been taken into account? It would appear that the increased traffic from the laneway at the Halfway House junction onto Walkinstown Road has not been taken into consideration.
- Question if left turn ban on Walkinstown Road will remain.
- Concern about access to property during construction and where on street parking will be once bus lane is implemented. Some properties require a large number of spaces.
- Bus stop locations at 400 m intervals are not acceptable for people with disabilities, young children or the aging population.
- Potential creation of a bottle neck at the city centre due to road widening on the approaches to the city centre.
- There is little connections between this area and the A route through Rathmines. Outside of the City Centre Rathmines would be a very welcome destination to connect to.
- Rerouting traffic to Crumlin Road will cause Crumlin Road to grind to a halt as it is already at full capacity as a major entry and exit route to / from city. Some other undefined traffic route on adjoining streets will be used as alternative routes.
- Windmill Road & Clonard Roads are very narrow roads, less than 6m, wide which have very limited traffic capacity and were never intended to be main traffic routes.
- Car Ban on Kildare Road is a very severe proposal as this road is currently a busy road in a residential area. The road currently takes traffic off the Crumlin Road which will otherwise be overloaded.
- Generally bus drivers along this route have a lot of obstacles to encounter as it exists already, mainly due to parked vehicles along the route.
- Generally along this corridor the road surfaces are of poor quality and this effects the smoothness of the bus journeys. Any imperfections on the road surface are magnified within the bus.
- Restriction of private vehicles along parts of the routes is an undesirable feature, as it will cause alternative routes to become congested.

- Uncontrolled junctions for the disabled are useless particularly for the visually impaired or blind pedestrian.
- Questions over lack of evidence of traffic study or assessment.
- Accessibility to the Walkinstown Roundabout is the main cause of traffic build-ups on the Walkinstown Road.
- Turning right and exiting will take longer and become more dangerous for residents entering their driveway along the route.
- Cycling routes need to take cyclists to places they actually want to travel to. Some existing and proposed routes aren't safe, direct or convenient. E.g. Lower Kimmage Road.
- The designs that the NTA has put forward are focused on the bus first, followed by the cyclist, then the pedestrian is considered, which is the incorrect priority and results in bad design.
- Footpaths should be of one material only, preferably a non-slip surface with a grainy feel so that guide dogs can use them easily.
- At bus stop locations the footpath should have tactile paving inserted across the width of the footpath to indicate the position of the stop and also should be placed at the edge of the footpath. The bus stop pole should also be at the top edge of the bus stop, and no other pole should be placed within the tactile area including real time information poles.
- At all crossing point's tactile paving should be used and the path should also slope gently to allow wheelchair users and prams to cross the road safely. Directional tactile paving should be used to show the direction of the crossing especially where the crossing is wide.
- Where Bus shelters are provided they need to be as close to the edge of the footpath as possible and also they should not hinder the passing of wheelchair and buggy users to the rear. Tactile paving should also be used to warn of their presence and their design should not allow too many obstructions or protrusions onto the footpath.
- Road widths of 3.25m should be reduced as a traffic calming measure.
- It is believed that there will be heavy demand on the proposed busses along Kildare Road, as at times there are already capacity issues, particularly near Crumlin College.
- Changes in bus routes will leave people without access to schools and places of work.
- Changes impact hugely on the elderly and disabled as they may have to alight at one stop and walk to another to get a connection
- Query as to why route goes through Crumlin as it cuts out other potential areas.
- Alterations to existing traffic management layout may cause traffic to back up through existing junctions and cause traffic congestion at Belgard Square South/ Belgard Square West Junction.
- Major developments are planned within the area occupied by the Square Shopping Centre. The proposed layout along Belgard Square West will restrict access to the Square Shopping Centre for deliveries, car parks etc. Any BusConnects proposals in this area would need to incorporate future developments planned within the area occupied by the Square Shopping Centre.
- The method of control of traffic signals would need to be clarified. South Dublin County Council currently use the SCOOT system while the layout drawings would seem to indicate that SCATS may be specified.

- Traffic signals have been installed at the junction of Greenhills Road and Hibernian Industrial Estate. The design and layout drawings need to be updated to include this.
- A number of Junctions on the Greenhills Road such as Ballymount Avenue and Castletymon Road have not been provided with a right turning lane. This will result in low capacity junctions with right turning traffic causing traffic congestion and subject to long delays at peak times.
- The junction of Calmount Road and Calmount Avenue has not been provided with a right turning lane. This will result in low capacity junctions with right turning traffic causing traffic congestion and subject to long delays at peak times.
- Concern about location, management, size and number of buses using layover and interchange facilities.
- It is not clear as to the location and size of welfare facilities, termination points and park and ride sites, and management of same.

### **Pedestrian and Driver Safety**

- Vehicular Access into and from homes on Crumlin Road will now be subject to higher risk due to increased volumes of traffic and the requirement to cross two lanes of traffic if turning right. CPO will mean that cars can't be turned in driveways requiring cars to reverse into two lanes of a busy road.
- Lack of traffic calming measures on Crumlin Road is an existing concern, which promotes the use of excessive speed in this area. The widening of this road will further exacerbate an already dangerous risk. The existing traffic lights are pedestrian controlled.
- Time required to cross the road will need to be extended due to road widening to ensure safe crossing of pedestrians, particularly the elderly. This may have negative traffic impacts.
- Shared spaces, Toucan crossings or areas where cyclists will opt to use the footpath in various locations poses a danger to pedestrians. (Maps 6, 8, 10,11, 12, 13, 14, 15, 17, 18, 21, 22, 29 & 37)
- Concern about security at bus stops, particularly those on isolated locations. Stop locations need to be sheltered, have footfall and facilities (seating, bathrooms etc.) particularly if people will be waiting for connecting buses.
- In no circumstances should a footpath be designed where the space is shared by other road users including cyclists, as it's dangerous to pedestrians particularly the vulnerable such as children and those of reduced mobility.
- Concern that the proposed 200km of high quality cycle lanes as part of the BusConnects program will come at the cost of pedestrians and their safety.
- Cycle lanes should be designed and constructed to the standards set by best practice.
- Pedestrians will always look for the quickest route to cross the road, which is human nature. In some of the designs, the current straight crossings are been replaced by long crossing times and awkward crossing routes. This will lead to a pedestrian failure to follow set crossings, and also will be very confusing to the most vulnerable in society.
- Walkinstown roundabout should not mix walking and cycling.

- Recommend the closing of vehicle access to and from Greenhills Road and Ballymount Road Upper. This junction is narrow and dangerous with a steep climb out onto the Greenhills Road.
- Unhappiness noted about the proposal to build a roundabout at the new Lidl junction, unless it is designed to safely cater for cyclists and pedestrians.
- Pedestrian movements need to be prioritised.
- Lack of natural public surveillance and a decrease in perceptions of personal security may be an issue for night-time users of Bus Stops located along the IT Access Road.
- A number of Junctions on the Greenhills Road such as Broomhill and Ballymount Avenue have not been provided with pedestrian crossing facilities. This is likely to undermine the effectiveness of pedestrian movement, and may also have safety implications

### Cyclist Related Safety

- Removal of dedicated cycle lanes on Crumlin Road means they will have to compete with double decker busses for road space or being forced to cycle on the now reduced footpath (which is illegal).
- Proposed route sends cyclists down Kildare Road at Crumlin's Children's Hospital but then sends them back down to the Crumlin Road via Slane Road, Downpatrick Road and Sundrive Road (where there will be no dedicated cycle lanes until Dolphin's Barn). Cyclists should be provided with safer facilities to continue the cyclists' route down Clogher Road and Donore Avenue.
- The cycling routes are hap hazard, with no continuity. e.g. sometimes on a cycle lane sometimes on the road etc.
- Cycle lane surfaces are in poor condition with dropped manhole and access covers and other obstacles.
- Requirement for provision of cycle routes that are continuous that avoid potential clashes with traffic.
- A right turn from Sundrive Road to Downpatrick Road would be dangerous on a bicycle.
- A right turn from Slane Road to Clogher Road would be dangerous on a bicycle.
- A right turn from Sundrive Road to Crumlin Road could be dangerous on a bicycle, depending on traffic signalling.
- Nowhere in this plan does it show how the pedestrian and the cyclist are safely segregated.
- Nowhere does it show how the cycle lanes return to the carriageway safely.
- The cycle lane and bus stop placement is dangerous there is enough room to bring the bus stop into the pavement and let cyclists go around a stationary bus. (Map 5)
- Drive through bus stops in various locations poses a potential danger. (Map 6, 7 8, 9, 10, 12, 13, 14, 15, 17, 18, 22, 29, 33, 34, 35, 36 and 37.)
- Dangerous uncontrolled junctions that may be abused by cyclists in Map 2, 7 & 11.
- A 6-junction roundabout is complicated for pedestrians - add shared space and cyclists will be coming at pedestrians from both sides. (Map 18)
- Christchurch Place, High Street and Nicholas Street junction will be chaos as cyclists will dive in and out of lanes at will. This intersection is abused regularly by cyclists and this design will make it much worse.
- The Christchurch junction needs to be upgraded to make it safer for cyclists.
- Walkinstown Roundabout upgrade should not mix walking and cycling. Feeling that its design is hostile and difficult for pedestrians and cyclists.



- The Kildare Road diversion needs segregated cycle tracks. It is a poor design.
- Dolphins Barn needs to be made safe for cyclists instead of adding extra turning lanes for motorised traffic.
- Cycle tracks should be provided on Crumlin Road. In Dolphins Barn continuous segregated cycle tracks should be provided, not sacrificed for general traffic turning lanes.
- A cycle lane should not enter the footpath at any time as this can lead to conflict and injury.
- Where a cycle lane intersects at a bus stop location the best option is to have the cycle lane continue straight if no bus is at the stop otherwise the bus lane should be marked so that if a bus is stopped the cyclist can safely go around the bus in a marked pyramid shaped cycle lane at each stop. When a cyclist is overtaking the bus in this lane the bus would give way to the cyclist first before moving out. This prevents the issue where cyclists cut across the inside of the bus causing injury to bus passengers alighting where the cycle lane goes onto the footpath at bus stops.
- Objection to island bus stops: no warnings to vulnerable pedestrians that they must cross a cycle lane to get to the footpath. If a visually impaired person gets off the bus and walks straight ahead they will end up walking along the cycle path as there is no tactile at all to warn them.
- Roundabout in Map 18 has always been a problem for cyclists, and there seems to have been no improvements made in the proposals. Map is confusing and shows no cycle track along Walkinstown Road but yet a cycle track emerging onto the footpaths at the roundabout this does not make sense unless the entire footpath length is shared space.
- Cycle track appears in cross section yet there are none shown in the maps. (Map 19) Cycle lane then disappears in Map 20.
- Greenhills to Walkinstown Roundabout design need to be improved to keep cyclists and HGVs separate.
- Request for island bus stops/ bus stop bypasses (Map 31, 32, 33, 34, 35, 36 & 37). (2)
- The current taxi rank right in front of Jury's hotel regularly sees taxis parked in the bike lane. From the plans it looks like this will continue to be how they will operate; how will they be properly segregated?
- Inclusion of buffer space between the cycle lane and road is important.
- Various instances of orphaned cycle lanes that should be removed. Greenhills Road at the junction with Airton Road, Greenhills Road at the junction with Mayberry Road, Drimnagh Road at the junction with Walkinstown Road, Dean Street at the junction with Patrick Street, Nicholas Street at the Christchurch junction.
- All bus lanes should be 7 day 24-hours. This is particularly important where there is no dedicated cycle infrastructure proposed. In these places the operational bus lanes will provide low-levels of protection to cyclists.
- The proposed layout of the junction at the Greenhills Road entrance to ITT does not cater for cyclists exiting right, or entering from the north, and will create pedestrian/cyclist and bus/cyclist conflicts.
- The overall central area of Tallaght Square and Village needs to recognise the need for reduced speeds, to enable better and safer walking and cycling
- Left turning vehicles at junctions could cause issues.
- Cyclists wishing to turn right onto Walkinstown Road have to cross three separate pedestrian crossings.
- Kildare Road Cyclist Detour fails to meet the five needs of a cyclist set by the National Cycle Manual. The route is both unsafe and indirect. It is a generally busy through vehicle route. The connection from St Mary's Road travelling northwards on to Kildare Road is not obvious.

- There are no dedicated cycle facilities on Kildare Road.
- What consideration has Bus Connect made in relation to safe cycle routes and access to bike parking areas in the city centre? This kind of information should be in a cycle pack. Further query in regards to bike parking.
- Segregated junctions with timed traffic lights specifically for cyclists need to also be incorporated into the design to make it safe for children especially to cycle.
- Query as to cycle route: perceived as a wild goose chase around estates and side roads so that car traffic can take the most direct route into the city centre.
- Dangerous left turns in Map 7, 8, 30, 36.
- It is made difficult for a cyclist to travel westbound from the Crumlin Rd to the Drimnagh Rd at the junction.
- Ensure that cyclists on Route 8, Clondalkin to Drimnagh, will have the facilities to make a safe right turn from Drimnagh Road to Kildare Road, as the dedicated cycle lane will terminate at Crumlin Hospital.

## Environmental Sustainability

- Concern in relation to the increased noise levels along Crumlin Road as a result of this scheme. Noise levels on this route are currently quite high, especially at night, with many HGVs using Crumlin road to enter the city. This will reduce resident's quality of life.
- Concern about increased noise pollution in other areas during and after construction.
- Higher levels of air pollution due to increased bus traffic.
- Concern about light pollution at night due to street lights being closer to homes.
- Is Greenhills under some protection due to being some type of rock - formation? There is a possible fault line on Crumlin Road.
- Use the proposed road changes to look into planting trees on the full stretch of the Crumlin Road.
- Inadequacy of battery life and charging points will prevent the realisation of an electric bus fleet.
- Proposal may cause issues with waste management as residents would usually leave bins outside their homes for collection. CPO would leave reduced space for this and could impact on waste collection services, leading to illegal dumping.
- Natural drainage of the area may be impacted due to the increase in paved surfaces and reduction in green spaces. This could pose a flooding hazard.
- Households are at increased risk of disease due to the disturbance of vermin due to the large scale nature of road works disruption during the construction phase.
- Lack of information provided in regards to sound, air and light pollution is a concern.
- Information booklet doesn't list any environmental risk or include risk mitigating measures.
- Concerns about removal of trees - request to replant promptly.
- In some cases it may be better to restrict private car traffic and accept a smaller reduction in journey time than is proposed in order to preserve boundaries to protected structures and in conservation areas.
- Possible sewage concern outside property on Greenhills Road.
- Query regarding monitoring of environment after project.

## Integration

- Proposal is somewhat addressing public transport; however, it is obvious that it is not socially inclusive of all other means of transport by removing a current cycle route to allow for cars and busses. This contravenes Dublin City Development Plan. The reduction of car usage is not addressed with this proposal. Additionally, on this route in particular, cycling is not promoted.
- There is significant reference to the importance of cycling/bicycle use in our National Planning Framework. There is a belief that this proposal substantially contravenes the Framework as it is actually removing a dedicated cycle track along this route.
- This proposal contravenes the ambitions and expectations of the National Cycle Policy Framework. Overall, cycle lanes are now more circuitous and non-designated. The proposal to reroute tracks but yet allow shared space with busses if one chooses the more direct path will, especially at peak hours, present a significant safety issue not to mention result in delayed busses.
- Cyclists' and buses being prioritised over pedestrians contradicts DMURS.
- Junctions that meet the GDA Cycle Network should be designed in such a way that the Cycle Network Plan can be completed without redesigning or reconstructing these junctions.
- Maps 11-15 outline proposals within Ballymount that include junction changes, new link roads and proposals to widen the M50 overbridge. Presented information does not demonstrate potential impacts on the operation of the M50 Junction 10. Operation of this junction is influenced by local traffic patterns on local roads in the area.
- The layout on Belgard Square North shows a traffic signal partially on private property at its junction with Belgard Square East, as does the IT Access Road at the junction with Greenhills Road. It is South Dublin County Council policy not to operate or maintain traffic signals wholly or partially on private property due to issues with maintenance, access and liability.
- South Dublin County Council propose to construct a link road connecting Belgard Road to Cookstown Road. The works will consist of a 6m carriageway, 2 x 2m raised cycle tracks on either side of the link road and a new footpath on the eastern side of the road. The junction at Belgard Square North will be signalised. It is also proposed to provide on-road cycle tracks along Belgard Square North to link to the existing cycle tracks. Details of this scheme will need to be incorporated in BusConnects proposals for Belgard Square North.

## Social and Community Impact

- Loss of service to the residents of Greenhills is a concern. The proposal, if implemented, will result in a person living near Greenhills College reaching 5% fewer residents and 19% fewer jobs in the same timeframe (45 minutes) as the existing route.
- Concern about the loss of 123, 15A and 18 bus routes. Bus journeys that were once direct could now involve 2 or 3 buses and longer journey times.
- Loss of privacy along the Crumlin Road due to CPO. Footpath and road will be closer to homes, with double decker busses passing every few minutes at an equivalent height to the first floor of houses.

- Concerns also over the increased traffic and its effects on the structure and stability of homes on Crumlin Road.
- Resident has mobility issues and cannot use the laneway at the rear of the property. It is vital that she has direct and safe access to Walkinstown Road during the construction phase of this bus corridor.
- Concern about the vibration levels and potential structural damage to the house.
- Concern in regards to disturbance to the elderly residents on the Walkinstown Road: the impact that the construction period will have and disruption of access to properties, the supermarket and Church.
- No assurance is provided anywhere that the households will not be affected by subsidence. Current structural issues could be exaggerated.
- Will there be damage to utility providers such as water, internet etc?
- Public footpath will be closer to residences. There have been a series of burglaries in the area over the last few years. Concern in regards security and further exposure.
- Potential for increase in opportunistic crime due to loss of car parking and having to park further from houses.
- Property owners along the alternative routes which will be heavily impacted with extra traffic need to be consulted individually prior to finalisation.
- It is also noted that it is long distance bus commuters who will benefit most. The design seems to give better service to the outskirts of the city, but not the traditional working class suburbs.
- It is vital that any changes in the Bus Routes do not dismantle or reduce the reach and local access, especially between these areas and the City Centre. Proposed “spines” would create isolated islands of residential estates and would prioritise these routes over provision of access to local facilities. The elderly and disabled would be more isolated and have even more limited access to shops & services.
- Due to the range of retail facilities offered at The Square Shopping Centre in Tallaght, it is important that a sufficient level of vehicular access is maintained for customers. It is requested that the NTA ensure customers will be able to access the customer car parking entrance points in a manner that will not result in congestion problems in the area. Additionally, it is requested that the NTA carefully consider how delivery access to the shopping centre will be maintained as part of future design proposals.

## Land Use

- CPO of land in front of Bank of Ireland on Crumlin Road raises a number of concerns, in particular the security of cash deliveries to the property, and security access 24 hours per day). Additional concerns include the impact on our customer parking, the type of finish proposed to the entrance post works, access to the branch during works, impact on customers and staff during/post works, and of course the amount of compensation for the land in question.
- Loss of parking facilities and amenity space in gardens due to CPO is a concern. As many of the residents are elderly, parking will be required for carers, health nurse, doctors and family. Most families are now two car families and the loss of on street parking has a major

impact. Some residents require parking of work vehicles in driveway. May make on street parking worse. This is a particular concern of residents of Crumlin Road, Walkinstown Road and Drimagh Road.

- Objection to the CPO of lands from 145 premises.
- A 4 lane road on the Crumlin Road will remove the sense of place and community in an area which already suffers from antisocial behaviour. It will result in an extension of the Cork Street urban fabric and the undesirable urban setting it provides.
- Loss of front gardens is a concern.
- Loss of house value due to CPO is a concern.
- Loss of on street parking is a concern, particularly amongst residents of Walkinstown Road and Crumlin Road and Drimnagh Road.
- Map 18 and 19 show a 4 lane road in the pre-existing 2 and 3 lane road space with little to no land acquisition. Query as to how this will work. Will footpath have to be narrowed?

## Heritage

- Section of Crumlin road was built between 1910 and 1933 and is an established community which has developed over many years. Worry that the approach to urban design and regeneration and the resulting urban fabric, which to date remains unfinished and unhospitable, will produce similar results to Cork Street.

## Economy

- The capital expenditure budget associated with this project has been published in the media as in the region of €2billion. To note in comparison the cost of Luas Green & Red lines was €728 million. Concern of the proposed cost of this scheme.
- Will each route be operated as a separate project in terms of financing, procurement, planning, etc?
- Affected residents who are contacting the NTA are being anecdotally told that there will be generous compensations, that gardens will be reinstated, and that triple glazing will be installed to reduce noise in homes, all as part of a compensation package. Query whether these items will form part of a CPO compensation package, or will merely be deducted from the ultimate compensation amount.
- Loss of on street parking, particularly during construction, could potentially affect local businesses and may lead to a loss of customers.
- Concern about house devaluation.
- Potential impact on insurance premiums for cars of residents who will no longer be able to park in their driveway.

## New ideas/ Suggestions

- Rather than starting in Tallaght (an area that is very well serviced by the LUAS and the proposed Tallaght to Terenure corridor), the Greenhills to City Centre corridor should originate in Greenhills/Perrystown. It could start at the current 15A terminus at Limekiln Avenue and run the length of St James's Road, connecting with St Peter's Road, before running to the Walkinstown roundabout. It could start at or near the roundabout at the junction of Wellington Road, Templeville Road, Whitehall Road and Greentrees Road, travel down the Wellington Road for a few metres before turning right onto the Limekiln Road,

travelling down the Limekiln Road until turning onto St James's Road, and connecting with St Peter's Road.

- Consider a bus from Tallaght to Finglas (DCU).
- Rerouting the bus on Walkinstown Avenue instead of Walkinstown Road could be more logical. There are extremely wide footpaths on both sides of this road and no CPO costs would be incurred as the gardens could remain. This route connects to the Long Mile Road where it would have little residential impact.
- Put more busses on the current bus routes. Plus add a few orbital routes.
- Bus stop at junction of Crumlin Road / Windmill Road (Iveagh Gardens) has disappeared. There is no shortage of space at this location; it could be an opportunity to build a bus bay and dedicated parking for local shops. The corresponding inbound stop (Raphoe Road) would benefit from a relocation/ upgrade of the pedestrian crossing. At the moment it can take 5 minutes to cross the road at the stop.
- Query whether less invasive alternatives involving contraflow systems, a congestion charge within the area of the canal, and/or bus route alternation which includes the Naas Road have been considered.
- Eliminate all street unoccupied vehicle parking (allowances being made for pick-ups and drop-offs while driver is in the vehicle). Occupants of properties along the corridors need to find alternative long term parking or resign to not using a private car. Delivery vehicles to businesses along the corridors should be excluded during peak periods. Likewise for any construction sites along the routes, and any other obstructions that may arise.
- Proposal that the section of Clogher Road to Sundrive Road should be widened to accommodate a cycle lane in both directions, as the roadway is excessively narrow at present.
- Proposal that the cycle lane would continue along Clogher Road to join the existing cycle lane on Parnell Road linking the Canal Way Cycle Route, or continue along Donore Avenue to South Circular Road, or perhaps Cork St. This also has the advantage of being the shortest route.
- Proposal to install EV charging facilities where possible and safe bike storage, particularly in any proposed Park and Ride facilities.
- Cities internationally that top the eco-friendly and green/clean charts, are cities that have placed cycling, light rail /underground rail, electric and extended buses, and congestion charges on car access to city centres. These approaches serve to protect the existing green spaces and features in the urban environment, by tackling the negative impact of the carbon emissions and gridlock of transport modes. Could this approach be taken?
- Any redevelopment of these planned corridors must address the concern of residents and must avoid the creation of "short cut "access to Harold's Cross Road and Clogher Road.
- The aims of the project could be achieved much more simply and at much lower cost by using existing road routes and spaces. In particular if Crumlin Road was confined mainly to buses and cyclists while cars were re-routed to alternatives such as Kildare Road / Clogher Road there would be more than sufficient space and there would be little or no cost.
- Laws should be enforced more strictly in regards to cars not being allowed drive in bus lanes.

- The Dean St/Kevin St junction is intimidating for cyclists. This really needs a Dutch junction with more protection for bikes, potentially with a 3 second bike green light head start on traffic in all directions.
- Proposal for Belgard Square West should be re-examined.
- Bunting Road has had a history of fast through traffic, which is why severe ramps were installed. There is a case to be made for further restricting through traffic by introducing filtered permeability, and removing the existing ramps along this road.
- It is unclear why a bus stop layby is proposed at the junction of Walkinstown Road & Longmile Road (Map 21/22), or why it needs to be double length. Removing the layby would enable a bus stop bypass to be designed.
- There needs to be adequate space for deliveries to retailers.
- A dedicated set of maps and information pack for cyclists should be made available. Current lack of information could possibly be interpreted as avoidance, not highlighting a reduction in cycle standards/safety for cyclists.
- Dutch junctions should be implemented where possible along the scheme.
- Upgrade Walkinstown Roundabout to a regular junction similar to Terenure Crossroads. Failing that you should design a Dutch style roundabout here that is safe for vulnerable road users. Routing cyclists around 4 exits to reach the cyclist detour from the Greenhills Road is appalling and shows a lack of understanding with regard to cyclist safety on this roundabout.
- South Dublin County Council request that consideration be given to the use of Tallaght Village as an alternative to the IT Access Road.
- The junction of Greenhills Road and Ballymount Road Upper could benefit from a complete re-design. All options including the possibility of closing the junction need to be examined.
- Request for rubbish bin at property on Crumlin Road as litter is currently thrown in garden and proposed bus stop outside could worsen this. Resident as requested a wrought iron rail on top of new wall.
- Signals may be a better option at Walkinstown Roundabout.
- Request for driveway parking on Drimnagh Road.
- Proposal for land for the road widening to be taken from hospital site instead of private property.
- Request to extend bus lane and implement proposed pedestrian crossing on Drimnagh Road.
- Laneways used for parking off Drimnagh Road: request for control of parking for residents only, if the proposed plans are implemented. Lighting is also requested.



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