

BusConnects Dublin Core Bus Corridor Projects

Corridor 11 – Kimmage to City Centre

Emerging Preferred Route – Public Consultation Report 2018/2019

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1 Executive Summary

1.1 Objective of the Scheme

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

This report focuses on the Core Bus Corridor which runs from Kimmage to the City Centre (Route 11).

1.2 Purpose of the Non-Statutory Public Consultation

The purpose of the non-statutory public consultation is to understand the public's initial reaction to the conceptual proposals, before those proposals are refined and further developed for the formal statutory planning process.

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

NTA Launches Public Consultation on Second Phase of the Core Bus Corridor Project

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

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

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

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

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

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

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

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

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

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

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

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

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

of the city centre, and safe cycling facilities for the growing numbers of cyclists.”

1.3 Public Consultation Process for BusConnects

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

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

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

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

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

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

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

The location of each of the emerging preferred routes can be seen below in figure 1.

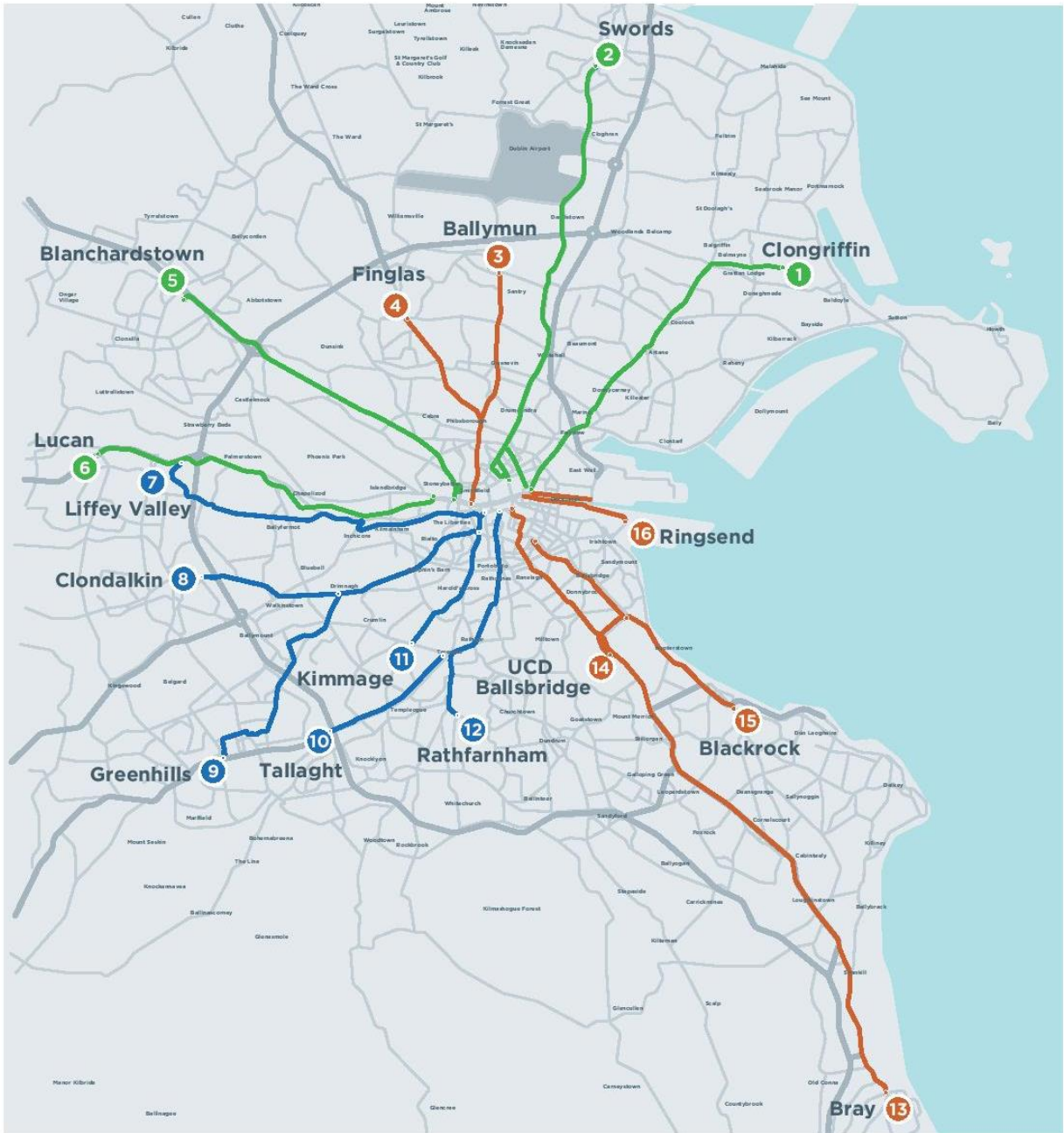


Figure 1: Radial Core Bus Corridors

A public consultation event took place on Tuesday 5th of March 2019 in the Dublin City Council, Civic Offices, Wood Quay, Dublin 8.

1.4 Information Provided in Public Consultation

The Public Consultation document provided information about the work that has been carried out as part of the BusConnects Core Bus Corridor Study. Additional information was provided on the Bus Connects website:

<https://www.busconnects.ie/media/1452/11-busconnects-cbc-kimmage-to-city-centre-040119-fa.pdf>

The additional supporting information on the website included:

- City Centre to Kimmage - Route Selection Report
- City Centre to Kimmage CBC - Concept Design Drawings
- Route Selection Report Appendix A - MCA Table
- Route Selection Report Appendix C - Scheme 2 B Concept Design
- Route Selection Report Appendix D - Junction Modelling Report

1.5 Submissions Received:

Submissions were received from 544 separate parties for the Kimmage Corridor, ranging from personal submissions from residents and commuters to various associations and private sector businesses. In some cases, people made several submissions so that the overall total received was 644. Some individual consultation meetings took place and the notes of those meetings were also included in the analysis.

1.6 Principal Issues Raised:

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

The issues raised included:

- 1) Traffic and access impacts;
- 2) Cycling Facilities;
- 3) Safety concerns;
- 4) Bus Gates;
- 5) Bus Lanes and Road Widening;
- 6) Suggestions for Modifications;
- 7) Loss of Property Value / CPO Issues;
- 8) Community Impacts;
- 9) Environmental Impacts;
- 10) Loss of Car Parking;
- 11) Bus Services and Stops;
- 12) Preference for Metro;
- 13) Supportive;
- 14) Flooding; and
- 15) Pedestrian Facilities.

2 Introduction

The public consultation for the sixteen radial core bus corridors took place on a phased basis from November 2018 until May 2019. These public consultations are the start of a detailed process of engagement and communication prior to detailed designs being finalised and planning permissions sought. Consultation on the Kimmage Core Bus Corridor project commenced in January 2019 for a period of 3 months to end April 2019.

Every property owner potentially affected by the proposals was notified by post on the week commencing 18th January 2019 and a one-to-one meeting was offered in each case.

A public consultation event took place on Tuesday 5th of March 2019 in the Dublin City Council, Civic Offices, Wood Quay, Dublin 8.

A Community Forum Event was held on 18th February 2019 and on the 24th September 2019 in the Hilton Hotel, Charlemont Place, Dublin 2.

Copies of the Project Information Brochure were placed in the reception of the Authority's office and the document was available for downloading from the Authority's website. The Public Consultation Document was accompanied by a number of background technical reports that were also available for public viewing.

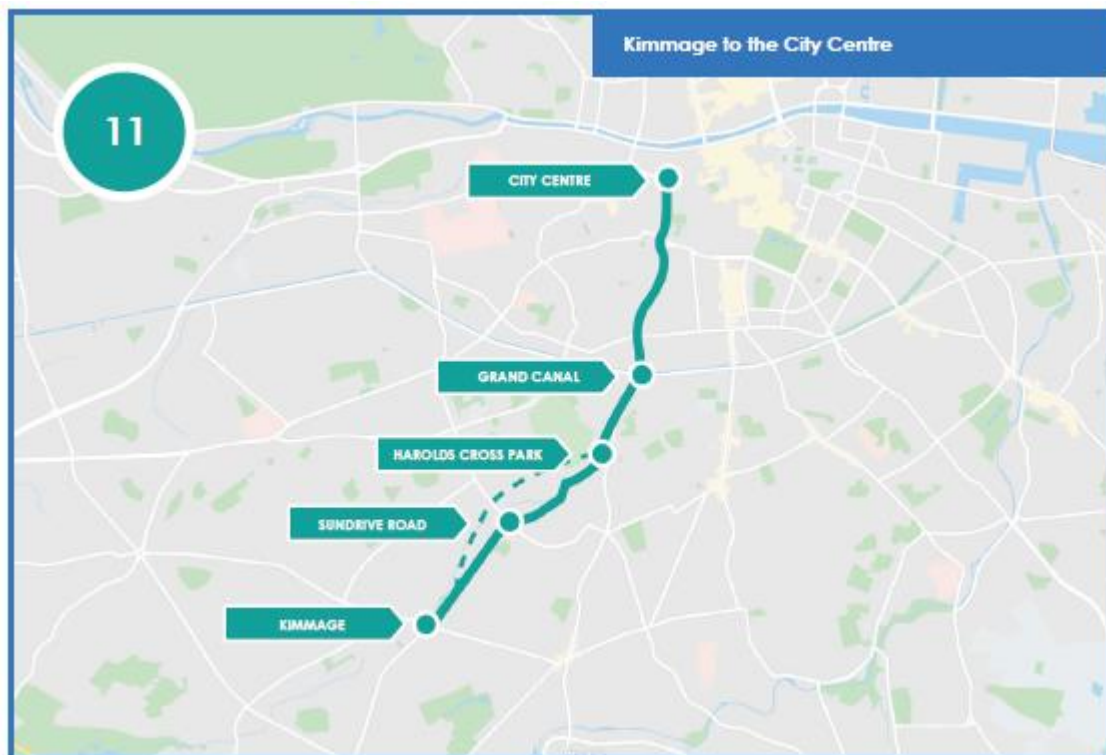
An advertisement was placed in the Irish Times on the 25th of January 2019 inviting interested parties to make a written submission by post; by email; by using a form on the Authority's website; or directly in the reception of the Authority's offices.

3 Approach to Assessing the Submission

The review of the submissions commenced by the Authority and its consultants on 11th June 2019 once the submissions were initially recorded and catalogued by the Authority. 644 submissions were received by the NTA when the consultation period closed on 31st of May 2019. All 644 submissions were entered into a database. All entries were digital (email).

4 Analysis of Issues Raised by Section

The issues raised in each submission was entered and categorised in the database by geographical section, by issues type and comment type.



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

- Section 1: KCR to Lower Kimmage Road / Sundrive Road [Kimmage Village];
- Section 2: Lower Kimmage Road / Sundrive Road [Kimmage Village] to Harold's Cross Park;
- Section 3: Harold's Cross Park to the Grand Canal;
- Section 4: Grand Canal to St. Patrick's Cathedral [Inside Canal]; and
- Multiple Sections / Whole Route.

The submissions have been categorised on that basis.

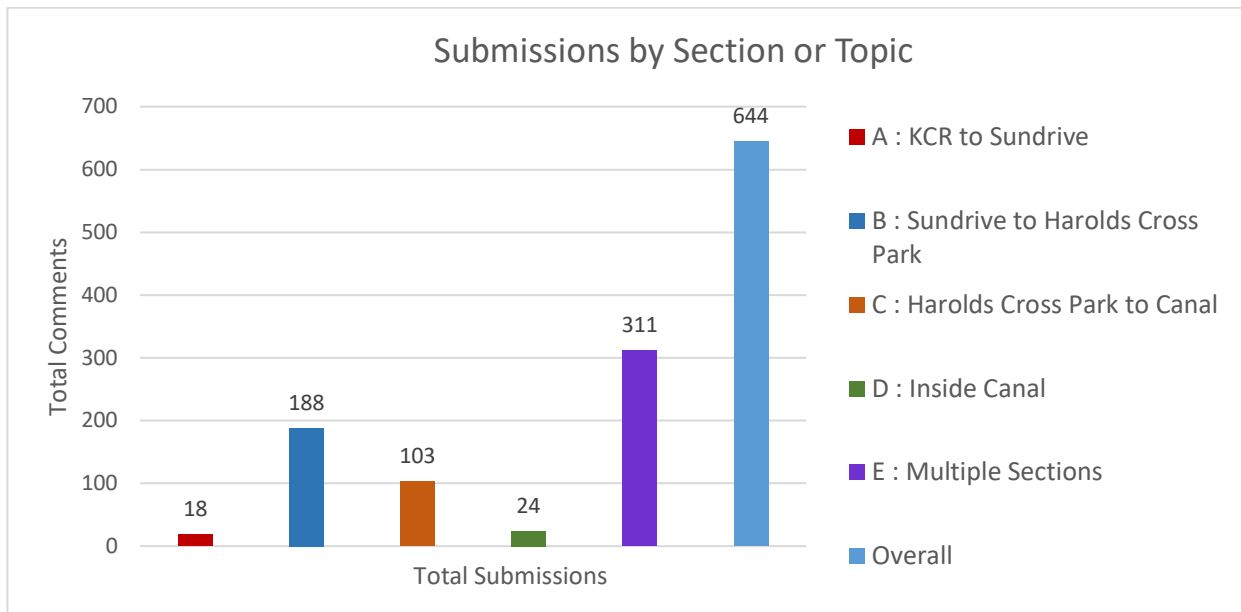


Table1. Distribution of responses by Section of Route

Areas Concerned:	No. Times Mentioned:	Percentage
A : KCR to Sundrive	18	3%
B : Sundrive to Harold's Cross Park	188	29%
C : Harold's Cross Park to Canal	103	16%
D : Inside Canal	24	4%
E : Multiple Sections	311	48%
Overall	644	100%

Table2. Number of responses per Section of Route

5 Profile of those making submissions:

Of the submissions received,

- 95% were from **residents of the study area** and typically referred to local matters;
- 3% of the submissions were received from **Representative bodies/Associations** and they addressed mainly community-focused issues;
- 2% from **landowners and institutions**, addressing specific sections of the scheme; and
- 2% of the submissions were received from **Public Bodies** addressing infrastructural comments.

6 Themes Raised in the Submissions

All 644no. of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 6 main themes were identified during this review process.

Theme	Frequency
Accessibility/ Traffic Impact	1434 comments
Safety	267 comments
Land Use / Economy	361 comments
Environment	140 comments
Social Impact	167 comments

Appendix A provides more detail on the issues raised in each section.

7 Summary of the Main Issues Raised

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

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

- 1) Traffic and access impacts;
- 2) Cycling Facilities;
- 3) Safety concerns / Pedestrian Facilities;
- 4) Loss of Property Value / CPO Issues;
- 5) Community Impacts;
- 6) Environmental Impacts; and
- 7) Loss of Car Parking.

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

Issue 1: Traffic and Access Impacts

A large number of submissions raised concerns about the displacement of traffic from Lower Kimmage Road north of Sundrive Cross due to the proposed bus gates. Many submissions were also received from residents on Clareville Road which connects eastward from Sundrive Cross to Harold's Cross Road, and adjoining streets, in relation to the likely increase in traffic volumes passing through the residential area when displaced from the direct route along Lower Kimmage Road. Similar concerns were expressed about likely diversion of traffic westwards onto Sundrive Road and Clogher Road.

Other submissions were received from residents of Lower Kimmage Road north of Sundrive Cross who are unhappy at reduced accessibility by car to and from their homes due to the proposed traffic restrictions at each end of the road.

Various people queried the need for full-time traffic restrictions on Lower Kimmage Road and suggested that this could apply at peak periods only so that direct access would remain available at all other times of the day and week.

In the south city centre area of Heytesbury Street and Bride Street, which is proposed to be closed to through traffic, some residents raised concerns about potential traffic diversions onto the very narrow side streets of Camden Row and Long Lane. Some local residents objected to the proposed general traffic restriction.

Response to Issue 1

Following a general review of the traffic management strategy for the Kimmage Corridor, it is proposed to relocate the southern bus gate from the previously proposed location at Sundrive Cross to Ravensdale Park 0.8km further south. This arrangement will deflect through traffic from the full length of Lower Kimmage Road between Ravensdale Park (250m north of Kimmage Cross-Roads) and Harold's Cross. Therefore, bus priority can be achieved along Lower Kimmage Road without need for widening to provide bus lanes along the section south of Sundrive Cross. Local traffic access to Lower Kimmage Road during bus gate operational times will be from either Sundrive Road on the western side or Larkfield Avenue on the eastern side.

The BusConnects project no longer includes proposals for a cycle route along Heytesbury Street and Bride Street with associated through traffic restriction. Instead continuous cycle tracks are proposed along Clanbrassil Street on the more direct route from Kimmage to the city centre.

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

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

Issue 2: Cycling Facilities

Many cyclists made submissions objecting to the proposed diversion of the cycle route off Lower Kimmage Road and Harold's Cross Road. In particular, the indirectness of the proposed cycle route relative to the main road was raised by many people as a big issue. The indirectness of the route led to an associated issue of additional turning movements across the main traffic flows at various points along the proposed route, which were seen as problematic.

Residents on the proposed "quiet street" cycle route through the Larkfield area to the east of Lower Kimmage Road raised concerns about the impact for their community of a large number of fast-moving commuter cyclists along the narrow streets. The proposed cycle track across the small park at Priory Road also received numerous objections on the basis of the safety impact for children playing in the park. It was suggested that cyclists should instead circulate around the perimeter roads.

Further north at Harold's Cross there were objections to the proposed cycle route through the grounds of Our lady's Hospice and along Greenmount Lane to Parnell Road at the Grand Canal. The value for cyclists of this detour away from the main route was queried, along with concerns for the safety and amenity of residents on the narrow residential street.

Some submissions stated a need for cycling facilities along Clanbrassil Street for access to the western part of the city centre area.

Responses to Issue 2

The cycling facilities along the Kimmage Corridor have been reviewed and the proposed scheme has been amended to include a separate Poddle Cycleway which will be provided generally parallel to Lower Kimmage Road over a length of 2.3km to Harold's Cross Park. It will mainly follow quiet local streets including Poddle Park and Blarney Park, with appropriate traffic management and traffic calming measures, and will also include short sections of greenway across public park lands;

The proposed bus gates at each end of Lower Kimmage Road will provide a "quiet street" environment for the benefit of cyclists who prefer this road as the fastest and most direct route to and from the city. Segregated cycle tracks will not be necessary in this context and the existing part-time advisory cycle lanes will be retained;

On Harold's Cross Road it is now proposed to rearrange the road layout, with some widening into gardens, to accommodate segregated cycle tracks. Continuous cycle tracks are proposed along Clanbrassil Street on the more direct route from Kimmage to the city centre.

It is no longer proposed to develop a parallel cycleway through the grounds of Our Lady's Hospice and Greenmount Lane to the west; and it is no longer proposed to develop a cycle route along Heytesbury Street and Bride Street.

Issue 3: Safety Concerns / Pedestrian Facilities

The safety concerns described in the submissions are inter-related to several other themes and are mainly concerns about the potential for reduced safety of pedestrians and cyclists. Concerns were raised about additional car traffic on quiet residential streets due to the proposed restrictions on Lower Kimmage Road. Safety at Harold's Cross National School and Scoil Molóige on Clareville Road were highlighted if traffic displacement increases vehicular activities in these areas.

Concerns were raised in relation to the proposed bus lanes on Lower Kimmage Road which would result in wider road crossings for pedestrians. There were also related concerns about difficulty for vehicles to exit from driveways across a bus lane and 2 traffic lanes to reach the opposite side of the road.

Requests were made for additional or improved pedestrian crossing facilities along Lower Kimmage Road at various locations such as at Kimmage Cross-Roads, Ravensdale Park and St. Martin's Park

Response to Issue 3

The revised proposals for the southern bus gate has reduced the need for road widening along Kimmage Road Lower. Traffic flows along Kimmage Road Lower will be reduced with the introduction of the proposed bus gates. This will provide a safer and more pleasant environment for residents, pedestrians and cyclists with reduced general traffic as a result of the proposed bus gates.

Additional pedestrian crossing facilities are proposed at various locations along the route such as on Lower Kimmage Road at Ravensdale Park and on Harold's Cross Road at St. Catherine's primary school.

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

route, will also be assessed as part of this exercise, with appropriate treatment and or mitigation measures, including turn bans, provided where necessary.

Issue 4: Loss of Property Value and CPO Issues

Various submissions commented generally on the potential negative impact for the value of their properties where directly affected by proposed acquisition of a portion of their site for the proposed road widening for bus lanes. Some also mentioned the likely impact of the loss of on-street parking where they have no driveway.

Several submissions are concerned about generalised loss of property values across the area as a result of the scheme that will affect many people other than those directly impacted by the purchase of part of their site.

Response to Issue 4

The revised proposals for the southern bus gate on Lower Kimmage Road has reduced the need for road widening along this section. There will now be significantly less encroachment onto private properties along the corridor overall; however, some additional properties will be affected at Harold's Cross Road.

In total, the revised proposals have reduced the number of properties impacted from 75 to approximately 17no. properties.

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

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

Issue 5: Community Impacts

Many submissions referred to the overarching concern about negative impacts for the local community due to a variety of elements of the project proposals. These concerns largely relate to the potential severance effects caused by road widening for bus lanes, access restrictions north of Sundrive Cross, and traffic diverting through residential areas.

Requests for community enhancements are included in several submissions with reference to the “village centre” at Sundrive Cross, but also for the adjoining residential streets where more trees and environmental improvements were suggested.

Response to Issue 5

The revised proposals for the southern bus gate has reduced the need for road widening along Kimmage Road Lower. Traffic flows along Kimmage Road Lower will be reduced with the introduction of the proposed bus gates. This will provide a more pleasant environment for residents, pedestrians and cyclists with reduced general traffic as a result of the proposed bus gates.

The revised scheme contains proposals for urban realm improvements at two focal points, Sundrive Cross and the Corrib Road junction.

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

Issue 6: Environmental Impacts

Numerous general references were made to environmental impacts in the submissions. Many referred to increased noise and air pollution in quiet residential streets associated with the likely diversions of traffic away from Lower Kimmage Road. There were some references to potential loss of trees that assist to mitigate air pollution.

Visual impacts were raised in a few submissions in relation to proposed bridges over the Grand Canal, including adjoining Robert Emmet Bridge on Clanbrassil Street.

Response to Issue 6

At Clanbrassil Street and New Street South, the scheme has been revised to allow all existing trees in the median be retained. With reduced proposals for road widening there will be less loss of landscaping in gardens. Additional trees will be planted in the urban realm improvement scheme at Sundrive Cross and in the area of the Corrib Road junction to enhance the street environment.

At the Grand Canal it is no longer proposed to provide a new pedestrian and cycle bridge from Grove Road to Martin Street. At Robert Emmet Bridge on Clanbrassil Street the proposed widening will be undertaken in a manner sympathetic to the existing bridge.

The Environmental Impact Assessment Report will address potential visual impacts, including those associated with works at Robert Emmet Bridge.

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

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

Issue 7: Loss of Car Parking

The removal of on-street car parking was raised in many submissions at various locations along the scheme.

Response to Issue 7

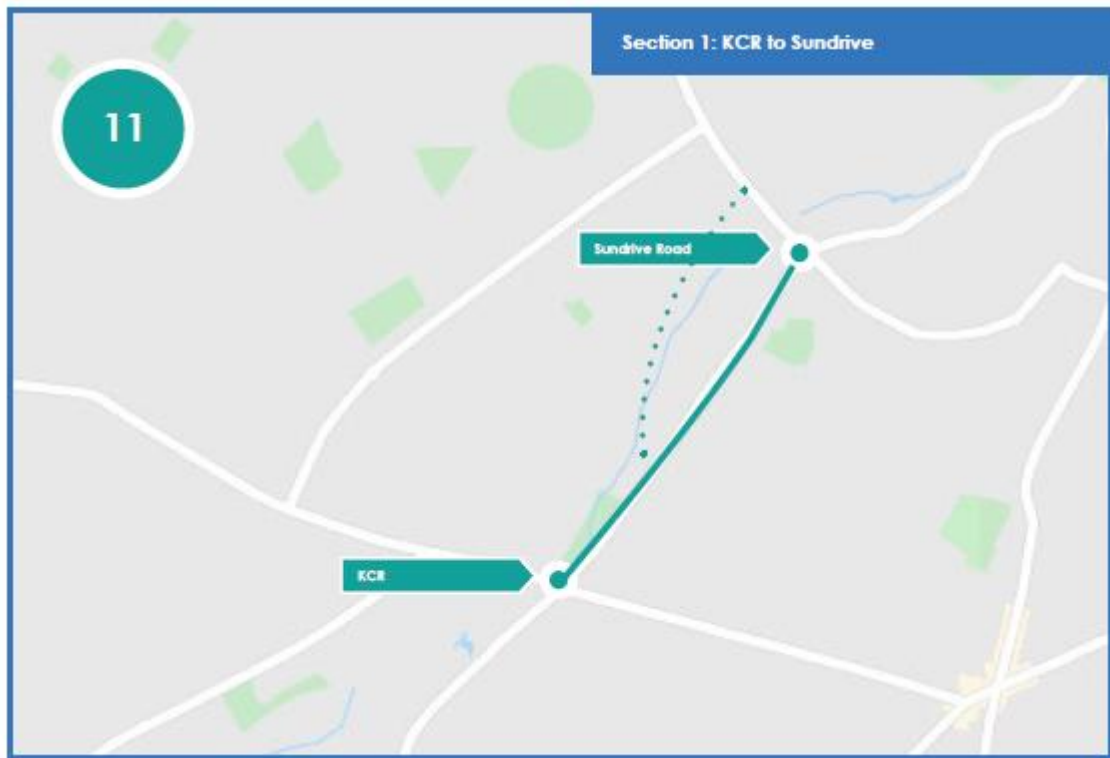
Based on the submissions received the impact on public parking and loading has been reviewed, with alternative options developed where feasible to minimise and/or mitigate the impact on resident and local business owners. On Lower Kimmage Road the existing part-time on-street parking arrangements will be retained.

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

APPENDIX A

SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

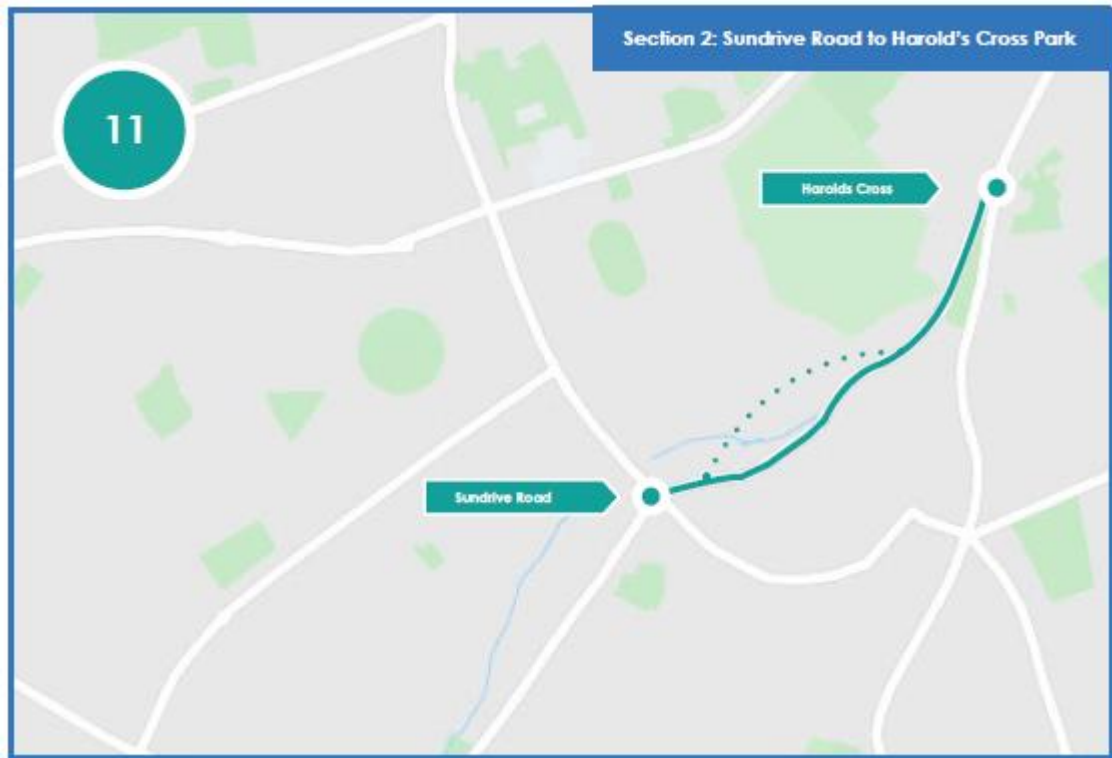
Section 1: KCR to Lower Kimmage Road / Sundrive Road [Kimmage Village].



The main comments noted were:

- Concerns over an increase in traffic along residential roads due to proposed bus gates; Concerns about fast cyclists on quiet roads;
- Concerns about the indirectness of the cycling route proposed;
- Concerns over reduced accessibility by car to their homes due to proposed traffic restrictions;
- Concerns over proposed widening of Lower Kimmage Road south of Sundrive Cross over a length of 0.5km, with land acquisition from approximately 40 properties to enable provision of bus lanes in both directions;
- Concerns about impacts on property values;
- Objections to the loss of parking spaces;
- Safety concerns, including pedestrian safety concerns;
- Queries about bus services and the need for the scheme;
- Community severance impacts; and
- Environmental impacts.

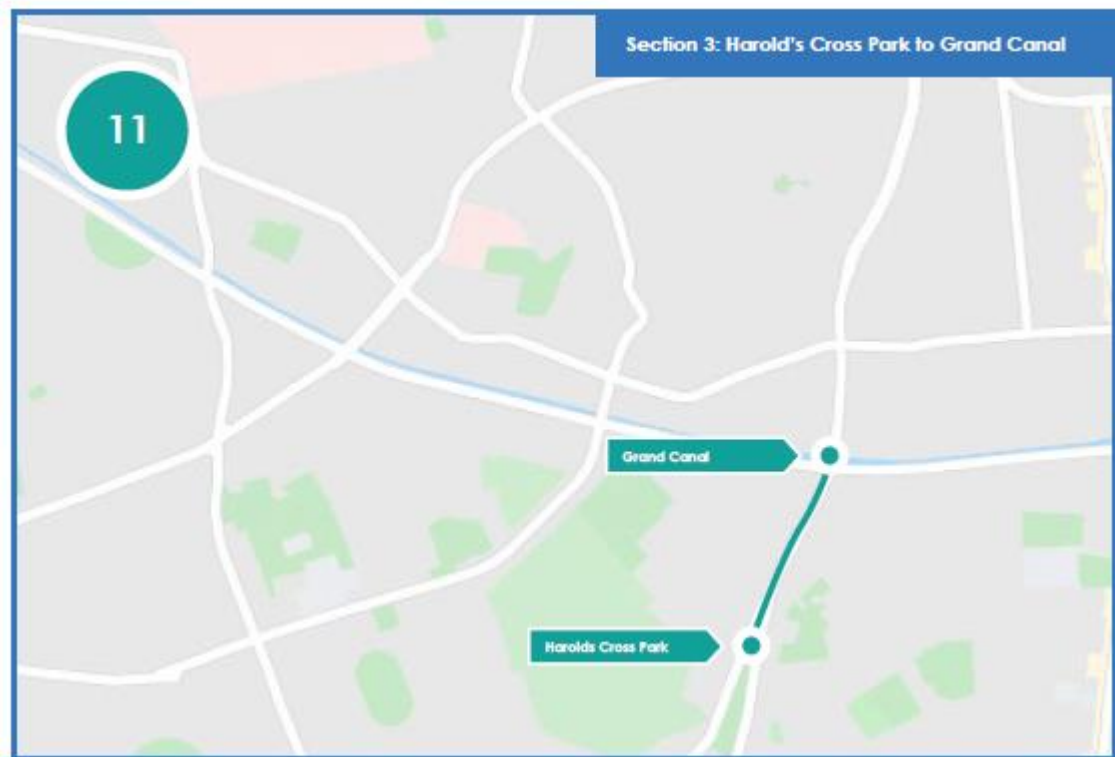
Section 2: Lower Kimmage Road / Sundrive Road [Kimmage Village] to Harold's Cross Park



The main comments noted were:

- Concerns over an increase in traffic along residential roads due to proposed bus gates; Concerns about fast cyclists on quiet roads;
- Concerns about the indirectness of the cycling route proposed;
- Concerns over reduced accessibility by car to their homes due to proposed traffic restrictions;
- Concerns about impacts on property values;
- Accessibility concerns to Mount Argus Church;
- Safety concerns at Harold's Cross National School due to traffic increases;
- General safety concerns, including pedestrian safety concerns;
- Queries about bus services and the need for the scheme;
- Flooding concerns at the River Poddle;
- Community severance impacts; and
- Environmental impacts.

Section 3: Harold's Cross Park to the Grand Canal



The Main comments noted were:

- Concerns over an increase in traffic along residential roads due to proposed bus gates; Concerns about fast cyclists on quiet roads;
- Objections to the proposed cycle route through the grounds of Our Lady's Hospice and along Greenmount Lane to Parnell Road at the Grand Canal.
- Objections to the loss of parking spaces;
- Concerns about impacts on property values;
- Concerns over reduced accessibility by car to their homes due to proposed traffic restrictions;
- General safety concerns, including pedestrian safety concerns;
- Queries about bus services and the need for the scheme;
- Flooding concerns at the River Poddle; and
- Environmental impacts.

Section 4: Inside Canal



The Main comments noted were:

- Concerns about visual impacts of proposed bridges over the Grand Canal, including adjoining Robert Emmet Bridge on Clanbrassil Street;
- Concerns over reduced accessibility by car to their homes due to proposed traffic restrictions;
- Concerns about possible road widening;
- Objections to the loss of parking spaces;
- Queries about bus services and the need for the scheme;
- General safety concerns, including pedestrian safety concerns;
- Objections to the proposed closure of Heytesbury Street;
- Concerns about an increase in traffic on Pleasant Street; and
- Concerns relating to the need for cycling facilities on Clanbrassil Street.

Multiple Sections

The Main comments noted were:

- Suggestions for automated enforcement mechanisms for traffic offences to ensure compliance;
- Concerns about the standard of cycle facility provided;
- Objections to Compulsory Purchase Orders which would lead to a fall in property value;
- Objections to shared bicycle and bus lanes;
- Suggestions to implement bus gates to restrict peak period commuter traffic for the benefit of the bus services and cyclists;
- Objections to loss of parking anywhere along the route;
- Concerns about environmental impacts; and
- Concerns about increased pedestrian severance.



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