

BusConnects Dublin Core Bus Corridor Projects

Corridor 13 – Bray 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 Core Bus Corridor 13 which runs from Bray to the City Centre.

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.3 Public Consultation Process for BusConnects

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

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

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

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

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

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

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

Each of the emerging preferred routes can be seen below in Figure 1 with the Bray to City Centre route designated as Core Bus Corridor 13.



Figure 1: Radial Core Bus Corridors Emerging Preferred Routes.

1.4 Information Provided in Public Consultation

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

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

The additional supporting information on the website included:

Bray to UCD Route Feasibility and Options Report

Bray to UCD Feasibility and Options Report Appendices

UCD to City Centre Route Feasibility and Options Report

UCD to City Centre Feasibility and Appendices

**UCD Bus Terminus Route Options Assessment
Nassau St Cycle Access to Trinity College and Surrounding Area Report
Bray to Shankill Alternative Route 2A Maps**

1.5 Submissions Received:

There were 1,225 submissions received. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses. These submissions comprised emails (1,148), letters (41) and meeting notes recorded by the NTA (36).

1.6 Principal Issues Raised:

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

The issues raised included:

- 1) Proposals at Shankill Village;
- 2) Access and Parking;
- 3) Anticipated increase in traffic volumes;
- 4) Impact on Local Businesses;
- 5) Community;
- 6) Safety and Speed;
- 7) Land Acquisition and Accommodation Works;
- 8) Construction Stage Issues;
- 9) Bus Stops and Bus Service;
- 10) Landscaping;
- 11) Air Pollution;
- 12) Cyclists;
- 13) Noise and Vibration;
- 14) Unsuitable Design Solutions; and
- 15) Heritage and Conservati

2. Introduction

Consultation on the Bray to City Centre Core Bus Corridor Emerging Preferred Route ran between 26th February 2019 and 31st May 2019.

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

Public Information Events were held at the following locations:

Talbot Hotel Stillorgan on the Tuesday 26th March

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

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

3. Approach to Assessing the Submission

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

The NTA received 1,225 submissions for the Bray to City Centre emerging preferred route. This was made up of 1,148 individual submissions emailed to the NTA, 41 letters received, and 36 meeting notes from stakeholder meetings which raised issues. All 1,225 submissions specifically relating to the Bray to City Centre route were assessed as part of this report. All submissions were entered into a database.

4. Analysis of Issues Raised by Section

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

Section 1 – Nassau Street to UCD

Section 2 – UCD Entrance to Lower Kilmacud Road

Section 3 – Lower Kilmacud Road to Loughlinstown Roundabout

Section 4 – Loughlinstown Roundabout to Dargle River Crossing

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



Figure 2: Bray to City Centre Corridor Map

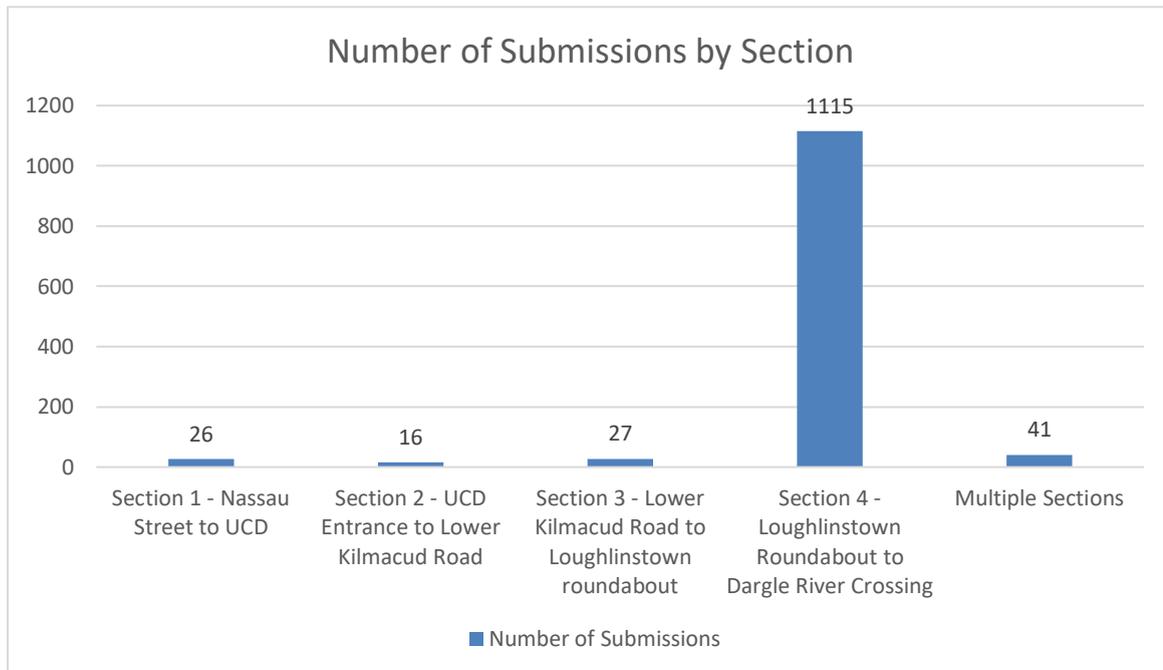


Figure 3. Distribution of Submissions by Section of Route

The Section attracting the most comments was Section 4, these primarily related to the impact on community around the Shankill village area, and the issue of tree removal. Comments from all areas made reference to the third and fourth most mentioned themes of access, parking, traffic speeds and safety impacts. Figure 3 and Table 1 show the distribution of the submissions across the various sections of the Route. Certain submissions referred to multiple sections along the Route, which is why the total number in Table 3 below is greater than the total number of responses received.

| | Number of Comments per Section | Percentage of Comments by Section |
|---|---------------------------------------|--|
| Section 1 Nassau Street to UCD | 26 | 2.12 |
| Section 2 UCD Entrance to Lower Kilmacud Road | 16 | 1.30 |
| Section 3 Lower Kilmacud Road to Loughlinstown Roundabout | 27 | 2.20 |
| Section 4 Loughlinstown Roundabout to Dargle River Crossing | 1115 | 91.04 |
| Multiple sections | 41 | 3.34 |
| Total | 1225 | 100% |

Table 1. Percentage of Submissions by Section of Route

5. Profile of Those Making Submissions:

Of the submissions received:

- 96.5% were from residents of the study area or affected property owners
- 3.5% were from others

6. Themes Raised in the Submissions

All 1,225 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 14 main themes were identified during this review process, excluding the comments directly related to Shankill Village. Table 2 and Figure 4 below illustrate these 14 themes and the number of comments related to these themes as submitted by respondees.

| Theme | Frequency |
|--|------------------|
| Landscaping | 878 comments |
| Community | 768 comments |
| Access and Parking | 550 comments |
| Safety and Speed | 379 comments |
| Bus Stops and Bus Service | 350 comments |
| Impact on Local Business | 342 comments |
| Traffic Volumes | 285 comments |
| Land Acquisition and Accommodation Works | 213 comments |
| Unsuitable Design Solution | 201 comments |
| Heritage and Conservation | 182 comments |
| Cyclists and Cycleway Provision | 179 comments |
| Air Pollution | 160 comments |
| Noise and Vibration | 69 comments |
| Construction Stage Issues | 27 comments |

Table 2. Number of Comments per Theme

Irrespective of the count or issues in the table above, all submissions were considered equally to capture the concerns of all respondees.

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

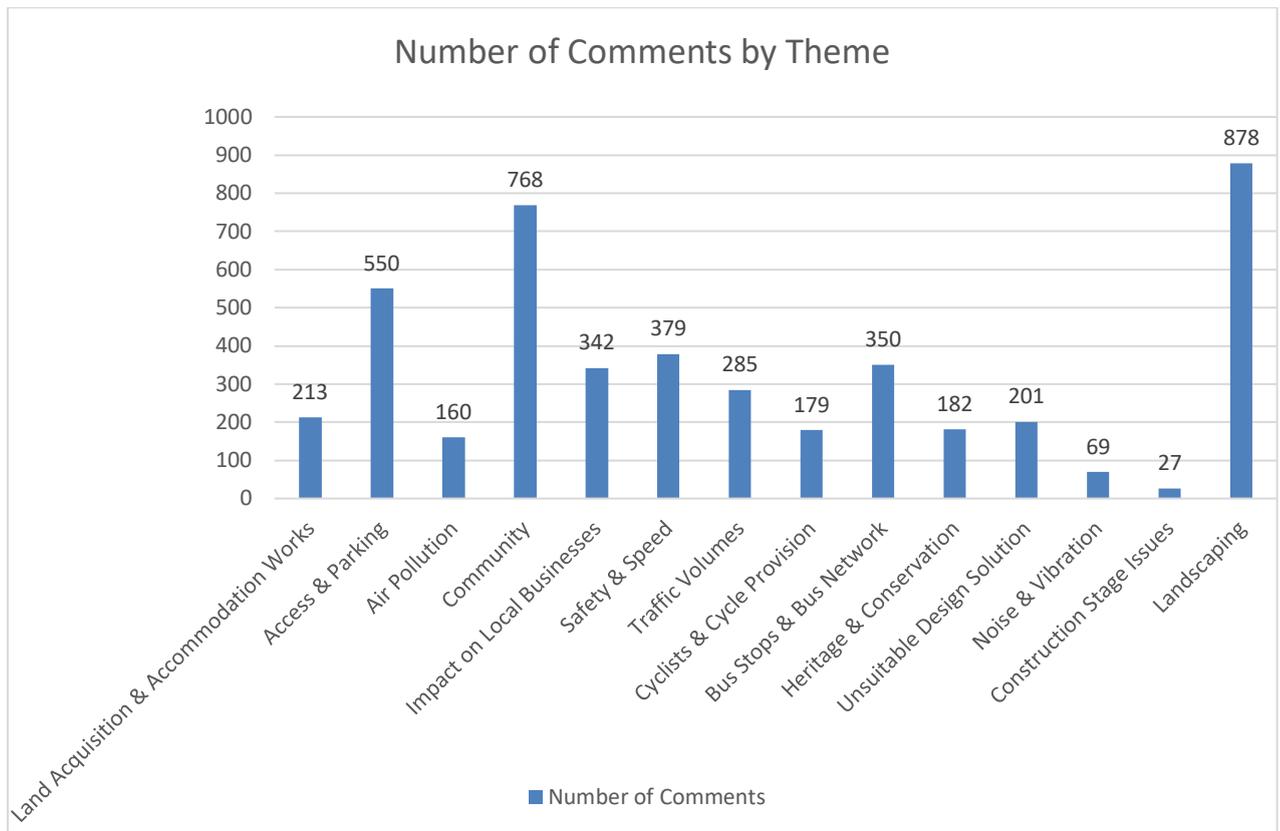


Figure 4. Number of Comments per Theme

7. Summary of Main Issues Raised

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

While a variety of matters were raised in the submissions, the key issues for the Bray to City Centre route from this round of public consultation, ranked in order of number of responses, are as follows:

1. Proposals at Shankill village;
2. Landscaping;
3. Community;
4. Access and Parking;
5. Safety and Traffic Speed;
6. Bus Stops and Bus Service;
7. Impact on Local Businesses;
8. Traffic Volumes;
9. Land Acquisition and Accommodation Works;
10. Unsuitable Design Solutions;
11. Heritage and Conservation;
12. Cyclists and Cycleway Provision;
13. Air Pollution;
14. Noise and Vibration; and
15. Construction Stage Issues.

The detail of the issues, and the proposed NTA response to these, are covered in the following sections

Issue 1: Proposals at Shankill Village

89% of the 1,225 submissions made raised concern over the proposals in and around Shankill. The majority of these submissions had issues with the proposals for removal of mature trees from the area, the removal of access to Corbawn Lane from the Dublin Road, and the removal of parking through the village. One petition contained 3,273 signatures in opposition to the proposed plan.

The widening of the Dublin Road was the main catalyst for most of the comments. These comments mainly focused on some of the impacts of the proposed route layout, specifically reduced parking in the village, the removal of mature trees and walls, and the concern that footpath widths may be reduced. Concerns around the proposal to widen the old Shankill railway bridge was also raised.

The submissions outlined that the loss of parking on Main Street could have impacts on the local businesses that may rely on the current parking provision for use by their customers. They also outlined concerns of the impact that any loss of disabled parking could have on those who rely on it. The submissions raised concerns that the removal of parking could lead to a situation where people may take their custom elsewhere due to lack of access.

It was also highlighted that Shankill has a large number of independent living and care facilities. The submissions raised concerns that the widening of the road may lead to a reduction of footpath widths, which could increase the difficulty for those with reduced mobility to move easily around the village. It was mentioned that many chose to live in this area so they can make use of the local care services, and ease of access to these. There were concerns that the proposed scheme could reduce the current ease of access to the amenities in the village, which could lead to the isolation of some residents.

The loss of mature trees was one of the most common themes throughout the submissions. The view from submissions was that Shankill has a communal village feel, and that the 'Sylvan' character of the locale is a major draw for people who choose to live there. The impact of the proposals could remove the sense of a village community in the area. Many responses highlighted the effort the village has made towards the Tidy Towns competition, the pride this has brought the residents and how the image of Shankill could be considerably altered under the proposals. Residents also outlined that trees help to reduce noise and air pollution and were concerned that the removal of these trees may have negative impacts on local health.

The submissions highlighted the lack of provisions for cyclists through Main Street in Shankill. They also stated that the proposals could lead to some using the footpaths or bus lanes to access the local amenities or as a short cut, due to the off-line diversion route proposed for the cycle path.

NTA response to Issue 1:

Following review of the submissions received and further analysis this section of the route has been assessed and amended as part of the design development, and a key outcome of many of these design interventions is an overall reduced impact on the Shankill area. Within the Preferred Route Option proposal amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- *Reduction in overall use of bus lanes by means of signal controlled priority between Loughlinstown Roundabout and Crinken Lane to reduce overall cross section widths*
- *Removal of cycle tracks along Dublin Road between Loughlinstown Roundabout and Crinken Lane, apart from a length between Corbawn Lane to Stonebridge Road, to reduce overall cross section widths. The previously proposed cycle track diversion along Lower Road and Mountain View has also been removed.*
- *Revision of Preferred Route Option through Shankill Village to maintain the current cross section and parking on Main Street*
- *Corbawn Lane now proposed to operate as an exit only onto Shanganagh Road*
- *Development of the footpath and cycle track design south of Crinken Lane to bring behind the road side tree line where possible in order to maintain the general tree lined character of the Dublin Road*

The concerns around the impact on Main Street in Shankill and the broader area have been recognised as part of this consultation process, and a separate series of engagement exercises have been held with community groups to further discuss and develop proposals. The current road widths and footpath extents in the area make any changes to road layouts and lane provision extremely difficult without having a significant impact on adjacent lands. However, the route through the village is still considered the most appropriate in terms of achieving the scheme objectives and ensuring continued access to enhanced bus services for the majority of the population along the wider corridor.

What has been recognised is the scale of impact, hence the proposals have been revisited to propose an alternative design that reduces the impact on Main Street and either side of Shankill Village, and also seeks to maintain the character of the approaches to the village from either direction.

The cycle route has also been amended to provide an alternative route that serves local school demand.

Issue 2: Landscaping

The principal comments in respect of landscaping were in relation to the impact on existing trees. Submissions highlighted that the proposed impact on mature trees along the route is not something that may be easily mitigated in terms of visual impact or character of an area. There was a concern that the proposals may lead to the irreversible alteration of the natural streetscape for local residents.

Submissions stated that trees provide environmental benefits given the high volumes of daily traffic experienced on this major transport corridor.

Submissions from residents in Shankill suggested that the removal of mature trees may impact the “Sylvan” feel of the area and diminish the appeal that drew many to live there. There was a concern outlined that the proposals may also remove the only protection many residents have from noise pollution from passing traffic.

A large number of submissions, not tied to any specific area, request that the scheme reduces the impact it is currently showing on the tree lined roads along the route. There was a concern that the proposals may have a detrimental impact on the look and feel of established Dublin roads which was seen to be too much of a change for many, and the journey time benefits stated were not considered to warrant the impact the scheme could have on the existing environment. It was pointed out that tree replanting could never achieve the current feel that the older trees give.

NTA response to Issue 2:

A number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions is the potential retention of a significant number of existing trees. Within the Preferred Route Option proposal, along with general retention of trees where possible, amendments have been made on certain key sections referred to in the submissions, with the potential outcomes as follows:

- *South of Shankill plans have also been developed that maintain the overarching tree canopies where possible by means of setback footpaths and cycle tracks behind the current roadside tree line.*
- *On the approach to Shankill Village from either side, reduced cross sections have been developed, along with use of signal controlled priority, to reduce the impact on adjacent trees where possible.*
- *Along Morehampton Road cycle tracks are also now set back behind the road side tree line.*

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 3: Community

There were a significant number of responses on the theme of community. The concerns expressed in several responses were that the impact that the proposed increase in road cross sections could have on the community feel in areas, and the concern that the proposals could lead to increased traffic volumes (see Issue 8). There were also concerns that the impact of the new Core Bus Corridor proposals

would lead to a feeling of increased severance for certain communities along the route. Respondents from Shankill thought that the impact of the proposals on the local community could lead to a situation where people were unable to interact openly across the village as they currently do. It was thought that the visual imposition of the proposed wider carriageway may also remove the closeness and sense of community that is currently felt. Responses also highlighted that the proposal could appear to have negative effects on access to local schools.

There were concerns raised that the proposed removal of a number of the parking spaces from St. Anne's Church could reduce the accessibility to the church and also reduce the availability of parking for those who park there when collecting children from the local schools.

There was concern that the proposed widening of the Main Street and removing sections of private gardens through the area could reduce the property value in Shankill. The word 'motorway' was used in a number of submissions with reference to the anticipated feel of the road that the proposals outlined through Shankill as a result of the increase in lane provision, which respondents thought may undo the progress the area has made since the construction of the M11.

There were concerns that the proposals at The Church of the Sacred Heart in Donnybrook may lead to a loss of parking at the front of the church. It was noted in responses that these spaces are vital for those with reduced mobility to access the church with ease, rather than having to park at the back of the church where parking is limited.

NTA response to issue 3

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

We have sought to address concerns in the Shankill area in the design of the Preferred Route Option to take community feedback on board, to enhance cycling access to schools, incorporate signal controlled priority in certain locations, and by proposing certain sections of footpath and cycleway be off set and more integrated with the roadside trees.

In Donnybrook we have sought to minimise the impact on the Church of the Sacred Heart by revising lane provision on the Stillorgan Road to provide cycle provision within the current road boundary.

On Castle Street in Bray pedestrian crossing locations have been revised to better serve the main desire lines and pedestrian access points.

Issue 4: Access / Parking

In response to access and parking issues, the main concern of with the proposals from the responses was the removal of parking through Shankill. To the respondees from the area these spaces are considered very important, especially for those with reduced mobility wanting to access the local shops and post office.

This was heavily tied to the concern of the impact the proposals may have on local businesses (see Issue 7). Responses contended that small businesses along the route rely on on-street parking close to their premises to encourage trade and make deliveries easier.

Submissions from residents highlighted that the proposed road widening would also lead to the loss of parking in the Donnybrook area.

It was also outlined in responses that the proposals show an impact on Bray Shopping Centre, showing an impact on the current parking layout that may reduce the number of parking spaces.

Submissions referred to the proposals showing Corbawn Lane being closed off from the Dublin Road. A number of respondents outlined that this was trialled in the past and had not work well. It was also pointed out that a new supermarket opened beside Corbawn Lane in June 2019 which residents believe will draw additional volumes of traffic to the area, specifically on Shanganagh Road and Beechfield Manor, which is the only alternate route for access to the Dublin Road for the community that presently uses Corbawn Lane. It was also highlighted that the proposals closing access to the road may reduce the number of accesses for Shankill Garda Station to the Dublin Road.

A number of submissions were received from residents in Shanganagh Vale with respect to the proposed new pedestrian entrance through the boundary wall to the N11. Some residents were against the proposal, while others were in favour of the new entrance as this would mean quicker and more direct access to the bus stops.

NTA Response to Issue 4:

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

- *The Main Street through Shankill Village will now retain the current cross section and layout in the Preferred Route Option, and all associated roadside parking to ensure no change to the current parking provision at this location.*
- *Impacts on the current parking provision at St. Anne's Church in Shankill and the SuperValu on Castle Street in Bray have been assessed to ensure alternative parking layouts that maintain current, or close to current, numbers can be provided.*
- *Maintaining access out of Corbawn Lane to Shanganagh Road.*
- *Provision of a signalised junction on Shanganagh Road with Beechfield Manor*

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 5: Safety / Speed

There were concerns raised that the proposals may lead to increases in traffic speed along the Route due to the enhanced bus priority routes which could allow buses to travel at greater speeds.

Responses from the Shankill area also outlined that to ensure the current village feel is maintained, vehicle speeds respecting the environment, and safe speeds of traffic through the village, would need to be maintained.

The issue of safe disabled access to Shankill village was also raised, with some responses outlining that the road is currently difficult to cross for those with disabilities, and that the proposals could make it more difficult or onerous for people to access the local amenities.

Responses also raised concerns over pedestrian safety within shared cycle and pedestrian areas. Submissions outlined that these areas are considered unsafe due to the behaviour of cyclists who are seen to not respect the shared environment, cycling at speeds too fast for the pedestrians to feel safe around.

There were also a number of concerns raised in the responses regarding the safety of cyclists at current junctions. These submissions outlined that the addition of raised paths could help to mitigate these concerns along the route and across the broader cycle network. Submissions also highlighted that the design of junctions for cyclists required more development before they were considered safe. Left turn filter lanes that crossed cycle lanes were particularly highlighted as unsafe for cyclists. Lane segregation and dedicated signal timings were requested to minimise the danger to cyclists.

NTA response to issue 5:

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

Specifically in Shankill, the proposal is to introduce a lower speed limit through the village helping to reduce speed of through traffic, and in addition segregated footways/cycleways between Crinken Lane and Bray have been provided.

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

Issue 6: Bus Stops and Bus Services

Responses to this issue covered a number of points. These include the concern the proposals may have a detrimental impact on communities due to an increase in buses anticipated along the route, the moving of buses closer to properties, and the concern that the proposals could lead to buses driving at faster speeds along the road adjacent to properties and pedestrians. Access to bus stops on the opposite sides of roads was also highlighted as a concern in relation to the proposals which widened certain roads.

Responses highlighting bus issues may have also included comments on the Dublin Area Bus Network Redesign consultation as a number made reference to the impact that changing routes and bus stop locations could have on their communities and travel. These elements of responses were not considered for this response analysis.

A comment raised a number of times was the need for double length recessed bus stops along the whole route, especially in the village of Shankill. The current loading and unloading of buses was highlighted as the perceived cause of much of the congestion along the Dublin Road through Shankill,

and it was outlined that recessed bus stops could help to alleviate this. Responses also outlined that recessed bus stops were thought to increase the safety of people waiting at the bus stop. Some submissions from the Shankill area suggested they would happily compromise by giving up local parking spaces to accommodate recessed bus stops if this would remove the need for road widening through the village.

Submissions from the wider Bray and Shankill area requested that the 145 and the 155 routes are retained due to their punctuality and regularity. The response was that these already serve Shankill adequately and that removing them could have a negative impact on the community.

Many responses thought that express buses should be diverted to the M11, bypassing Shankill and that this action may remove the need for road widening through the village. The responses contended that these diverted buses could be complemented by feeder buses from Shankill and the local community area to retain the connectivity of the area, connecting to the express buses at either Bray or Loughlinstown roundabout. It was also noted that these could provide local links to the DART and Luas.

A common theme raised was the need for express buses along the route, which connected the major hubs and leap frogged certain stops. It was considered in the submissions that these could help to reduce the levels of overcrowding on the regular buses and also, decrease the travel time for those going the full length of the corridor. It was also requested in submissions that these hubs have increased bike storage facilities to encourage the use of multi-mode transport.

Requests were made that improvement to interchanges with the DART, Luas and orbital routes be implemented. Large bus shelters could be provided at interchanges to accommodate a greater number of passengers. Sheffield Stands could also be provided near bus stops to promote public transit.

The need for “island” bus stops was highlighted along the whole route. This could help to improve the safety for cyclists around the bus stops by removing the cyclist/bus conflict point.

NTA Response to Issue 6

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

Issue 7: Impact on Local Businesses

There were a large number of submissions that raised concerns that the proposals may have a negative impact on local businesses. The concern was that the proposals may lead to a removal of on street parking, perceived pedestrian access issues, or the reduction of footpath widths.

The submissions outlined that the access local communities currently have to local businesses, be they shops, pubs, hairdressers, pharmacies or post offices, could be negatively impacted by the proposals.

A key concern raised was that with the proposed widening of carriageways, access either for pedestrians or vehicles to businesses could prove more difficult than it presently is.

Concerns were also highlighted that the proposed removal of on-street parking could restrict access to the local shops in Shankill. Responses outlined that under the proposals it may no longer be convenient for local shoppers to access the shops in the village, and that the proposals may have a negative economic impact, as access to businesses in this area could be reduced.

There was also concern that businesses in Bray would be losing their customer parking, reducing the amount of people that can access the shops for larger goods.

There has also been a concern raised that a petrol station along the route may lose the use of pumps in their forecourts as part of the proposals, along with customer parking.

NTA Response to Issue 7:

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

Following review of the submissions received and further analysis the Preferred Route Option now maintains all roadside parking in Shankill Village.

Issue 8: Anticipated increase in traffic volumes

Aligned to other issues raised such as carriageways being widened closer to properties and noise / air quality / vibration impacts, concerns around the proposals leading to an increase in traffic volumes were common. These concerns relate to the impact the proposals could have in terms of quality of life, village feel, pedestrian crossing ability, pedestrian safety, and impact on property prices.

This also covered the concerns local residents had for the proposals in terms of increasing their commuting times and ease of driving to/from home.

Residents from Shankill suggested that there is little or no congestion through the village at present, even at peak times, but they fear that the proposals for road widening to four lanes could encourage more traffic to travel through Shankill and to do so at a higher speed. The suggestion in the submissions was that when the N11 is congested, drivers may in future look to use Shankill as a bypass to get to/from Bray quicker.

It was noted in the submissions that in Shankill the only congestion that seems evident at present is that created by buses and coaches when they pull over to take on users and baggage at the bus stops in the village (see Issue 6). A common suggestion in the submissions was that the creation of bus laybys in the area could alleviate this, removing the need for the road widening, apart from the laybys at

specific locations. The provision of tag on/off facilities similar to the Luas could also speed up bus loading.

A concern raised in the submissions was that the proposals to change some roundabouts to signalised junctions could in fact cause more congestion as the roundabouts are seen to operate well even at peak times. Full modelling was requested to ensure that the correct option is taken forward in this respect to minimise future congestion at junctions. The proposal to signalise the Loughlinstown roundabout was welcomed in a number of submissions.

A further concern raised with the proposals to remove access onto Corbawn Lane could result in congestion on Beechfield Manor, which could in future be the only access from the Dublin Road.

NTA Response to Issue 8:

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 9: Land Acquisition / Accommodation Works

A concern raised by residents of Shankill with the proposals was the potential for land take from the village centre, along with the impact on property frontage and front gardens. This is linked to the widening of the road to accommodate new bus lanes.

This issue is aligned to Issue 4 in relation to loss of on street parking. There is a concern that land take required by the proposals could remove presently accessible on street parking or reduce off street parking if considerable frontage of properties is acquired to construct the scheme.

Many submissions along the whole route raised concerns that the proposals would remove walls and trees which act as sound barriers from the current traffic on the route, and may also render front gardens unusable. This concern with the proposals was also highlighted at amenity locations along the route.

A recurring concern with the proposals along the whole route was the effect the road widening could have on service stations. The proposals may lead to a loss of use of road side pumps with others losing parking within the forecourt.

NTA response to Issue 9

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

- *The Church of the Sacred Heart in Donnybrook*
- *Greygates on the Stillorgan Road*
- *On approaches to Shankill property impacts have been reduced by use of signal controlled priority, allowing for a reduced road cross section*
- *Through Shankill Village*

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

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

Issue 10: Unsuitable Design Solutions

A number of submissions querying whether the proposals would work or not were recorded under Unsuitable Design Solutions. These also highlighted more discrete issues which have been captured above.

Where alternative designs or proposals have been recommended, these will be considered during the finalisation of the preferred route design, in line with delivering the key scheme objectives.

The main issue raised in the submissions as being unsuitable was the closure of Corbawn Lane due to the volumes of traffic affected, and the impact on emergency services. The broader issues with widening the carriageway through Shankill is covered elsewhere.

NTA response to Issue 10

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

Issue 11: Heritage / Conservation

The submissions related to this issue outlined, amongst other things, concerns around the potential impact the proposals may have on historically significant or protected buildings and frontages that exist along this route.

Along the route there may be sections of frontage potentially affected by widening proposals. Railings and walls have been highlighted in submissions as heritage elements that require consideration as part of the proposals. The proposed scheme could see the removal of sections of the boundary wall and trees along the Dublin Road in the Shankill area. A proposed solution in one submission was to locate the cycle path behind the wall and tree line to limit the impact on the boundary features. Gate lodges were also highlighted along this section as being of concern due to their proximity to the new layout.

St. Anne's Church in Shankill was mentioned in a number of comments as some of the boundaries could be affected by the proposals. This area was highlighted in a number of submissions as a key focal point of the community, with many wishing it to be untouched.

St. Rita's (RPN 1786) on the Dublin Road, Shankill is a listed structure. There was a concern that the proposed layout could see an impact on the original boundary wall.

One submission suggested that the houses behind bus stop 847 on Leeson Street are protected under the Planning and Development Act 2000, and development along this route would need to be sensitive to that in terms of impact.

There were concerns that the proposals through the wider Shankill area could see the removal of many of the current walls. Many of these were noted as being over 100 years old.

NTA response to Issue 11

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

- *the Church of the Sacred Heart in Donnybrook*
- *St. Rita's in Shankill*
- *Shanganagh Castle Gate Lodge in Shankill*

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

Issue 12: Cyclists and Cycleway Provision

There is an acknowledgement in a number of responses that cycling infrastructure in Dublin, and particularly on this route around Shankill, along the N11 and in Donnybrook, requires considerable upgrade to ensure it is a viable alternative, and that the safety of full segregation be provided. Comments along the whole route have suggested the adoption of layouts similar to the Dutch systems implemented across the city.

There were numerous requests for a more ambitious cycle route with increased mode segregation and improved facilities for cyclists. Many of these comments outline safety issues for cyclists at most N11 junctions, where cyclists can feel 'sandwiched' between the traffic turning left and those who are traveling straight on. Designs to prioritise cyclists and cycle safety were requested as it could encourage less confident commuters to use this mode. It was noted that cycling is currently inaccessible to less assured or confident cyclists, especially along the N11. Submissions asked that measures be implemented to make cycling through the city more inclusive and attractive to the whole of the population irrespective of ability or age.

A number of submissions note that a lot of schoolchildren already cycle along parts of this route to and from school. There was concern that of the proposals might lead to more traffic on the roads, and a request that these cycle routes and associated junctions should be made safer and more attractive to serve this demographic, especially through Shankill. There were many submissions in relation to the new diverted cycle path around Shankill, bypassing the village centre. These included concerns around pedestrian safety, accessibility to local amenities and the increased time to travel the route.

It was also noted by locals that many cyclists may continue to use the main road to access the village centre, to access the local shops and because it is a direct route through Shankill. There was a concern this could increase the risk for cyclists as the proposals would remove any specific cycle provisions through the village.

Leeson Street and Donnybrook were highlighted as a particularly dangerous sections to cycle due to the narrow width of the current cycle lane and bus lane. This results in many buses using the cycle lane for extra space in the heavy traffic.

Concerns around the general use of shared surfaces were also highlighted due to inconsiderate cyclist actions.

Many responses from cyclists would like to have the cycle paths running behind loading bays or bus stops in the form of 'island' bus stops. A smaller number of submissions highlight concerns with bus island layouts as the conflict point between cyclists and pedestrians, particularly elderly or disabled, is a cause for safety concern. The design for these areas will need to be considered in detail.

NTA response to Issue 12:

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

Specifically, Donnybrook Road has been revised to provide full cycle segregation, using signal controlled priority to reduce the other cross section requirements, ensuring the necessary cycle infrastructure can be provided through the most constrained section south of Belmont Avenue. Provision has also been made for a dedicated segregated two-way cycle track linking the main residential area of Shankill to Rathmichael Parish National School and St. Anne's National School.

Issue 13: Air Pollution

There are three main strands to the comments on air pollution. The first is the concern that the proposals will lead to an increase in traffic due to increased road cross sections and lanes. There is also a concern that road widening along the route will lead to more noise and air pollution caused by the buses would be closer to homes.

Second, there is a concern that the proposals will cause tree removal which could have on the ability of the environment to recycle the pollutants in the air. The concern around the removal of trees and gardens has also increased concern regarding air and noise pollution as the trees currently provide screening.

Thirdly, the concerns raised around the proposals which could increase in traffic congestion and the additional release of carbon dioxide caused by replacing roundabouts with signalised junctions. Submissions from residents also raised concerns that the increased traffic on Beechfield Manor could reduce air quality on the street.

NTA response to Issue 13:

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

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

Issue 14: Noise / Vibrations

Where, on narrow sections through Shankill, Leeson Street and Donnybrook, the proposals would widen the cross section and move the running lanes closer to properties, concerns were raised that highlighted the potential for increased noise and associated resident discomfort.

Concerns around vibrations from closer running traffic, and buses in particular, were also raised.

Aligned to Issue 15 below, there were also a number of concerns around the proposals and the potential impact of vibrations on properties during construction.

NTA response to Issue 14

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

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

Issue 15: Construction Stage Issues

On top of the current and growing traffic issues, concerns around construction works along the busy roads on this route were highlighted as a heavy impact for local residents in their submissions.

There were a number of submissions that raised concern with the increased congestion the proposals may cause during the construction that would be needed. Many of these outlined concerns for the village of Shankill, which were also previously experienced during the construction of the M11. Residents in Donnybrook raised concerns that the construction in the area could worsen the pinch point at the Donnybrook Garda Station, adding to the current levels of congestion.

NTA response to Issue 15

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

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

APPENDIX A

SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE

Section 1 Nassau Street to UCD Entrance

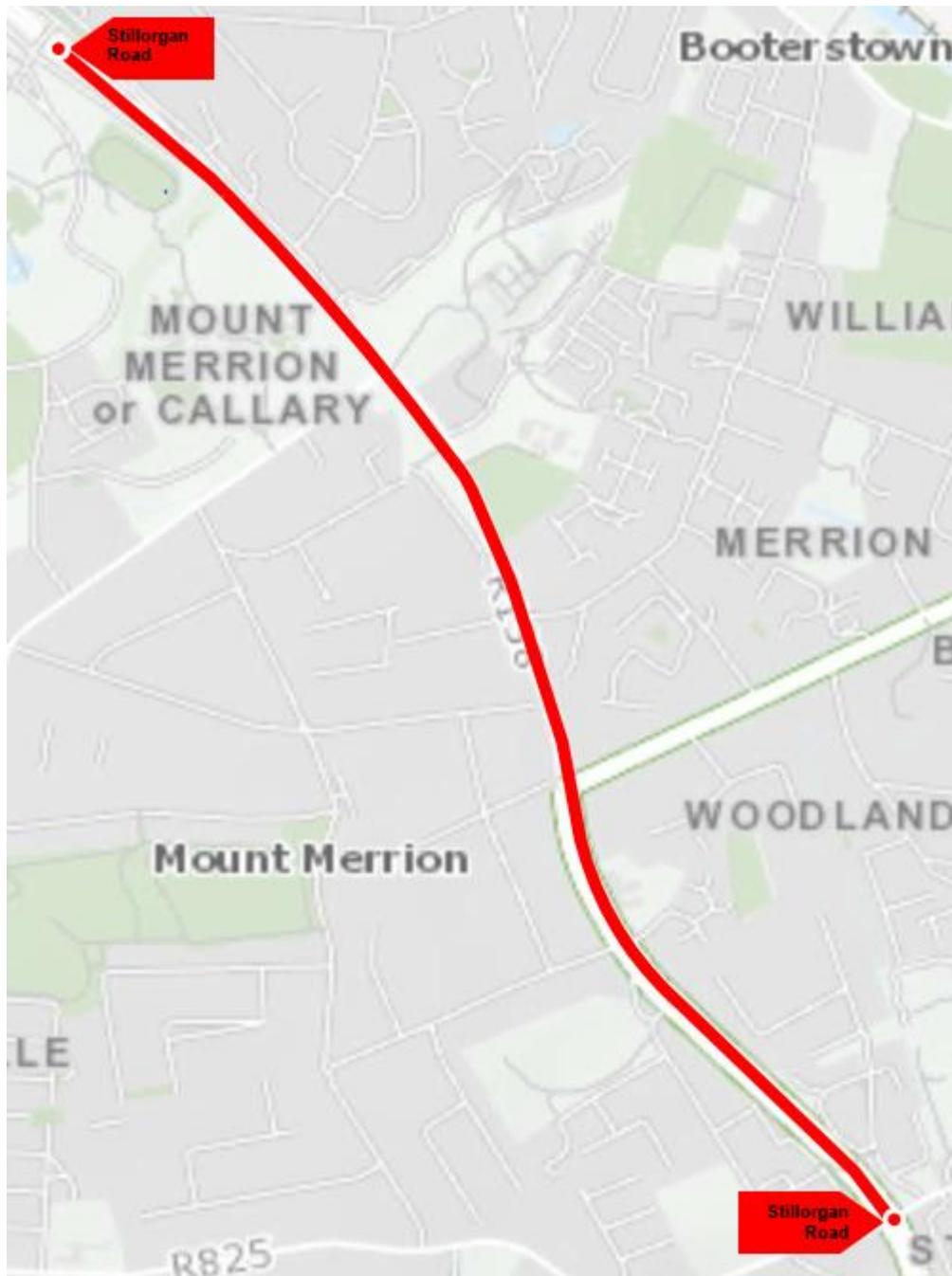


Main comments noted were the following:

- Access to properties and businesses
- Impact on the existing bus services
- Acquisition of property frontage for road widening
- Air pollution
- Impact on community from bus route changes

- Impact on safety of anticipated increase on road traffic speed
- Increase in overall traffic volume
- Creation of a “pinch point” in Donnybrook
- Increase the segregation of cyclists and road traffic
- Removal of trees strongly opposed

Section 2 UCD Entrance to Lower Kilmacud Road

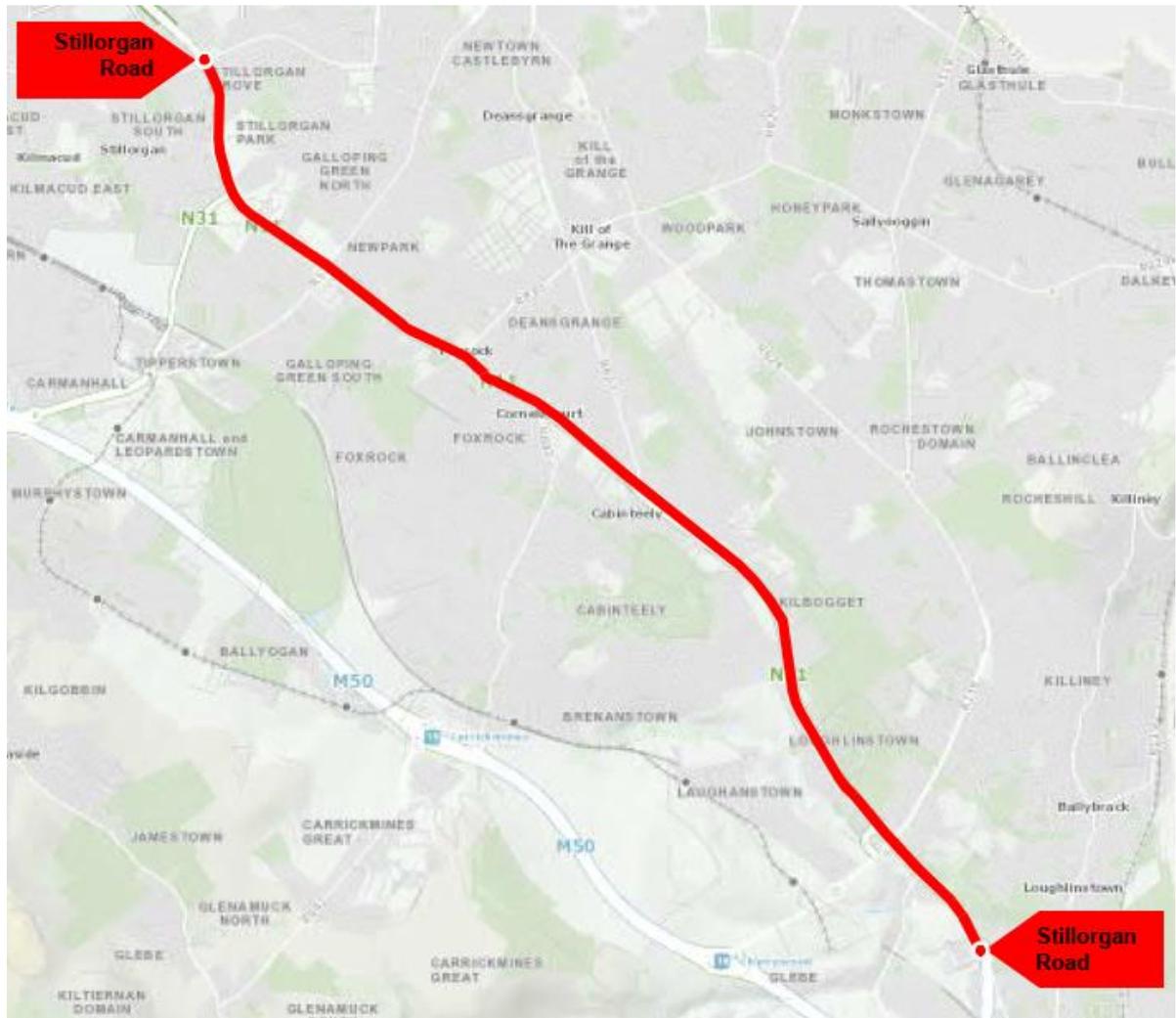


Main comments noted were the following:

- Impact on access and parking for residents along N11
- Air pollution
- Safety of public resulting from anticipated faster vehicle speeds on N11

- Increase cycle lane segregation to make more appealing to non-confident cyclists
- Reorganisation of bus stops along the route which could alter the presently used and accepted patterns
- Noise and vibration impact on adjacent properties along N11 once bus lanes are operational due to tree removal and closer running buses
- Removal of mature trees strongly opposed
- Impact on local business due to road widen e.g. petrol pumps and parking spaces

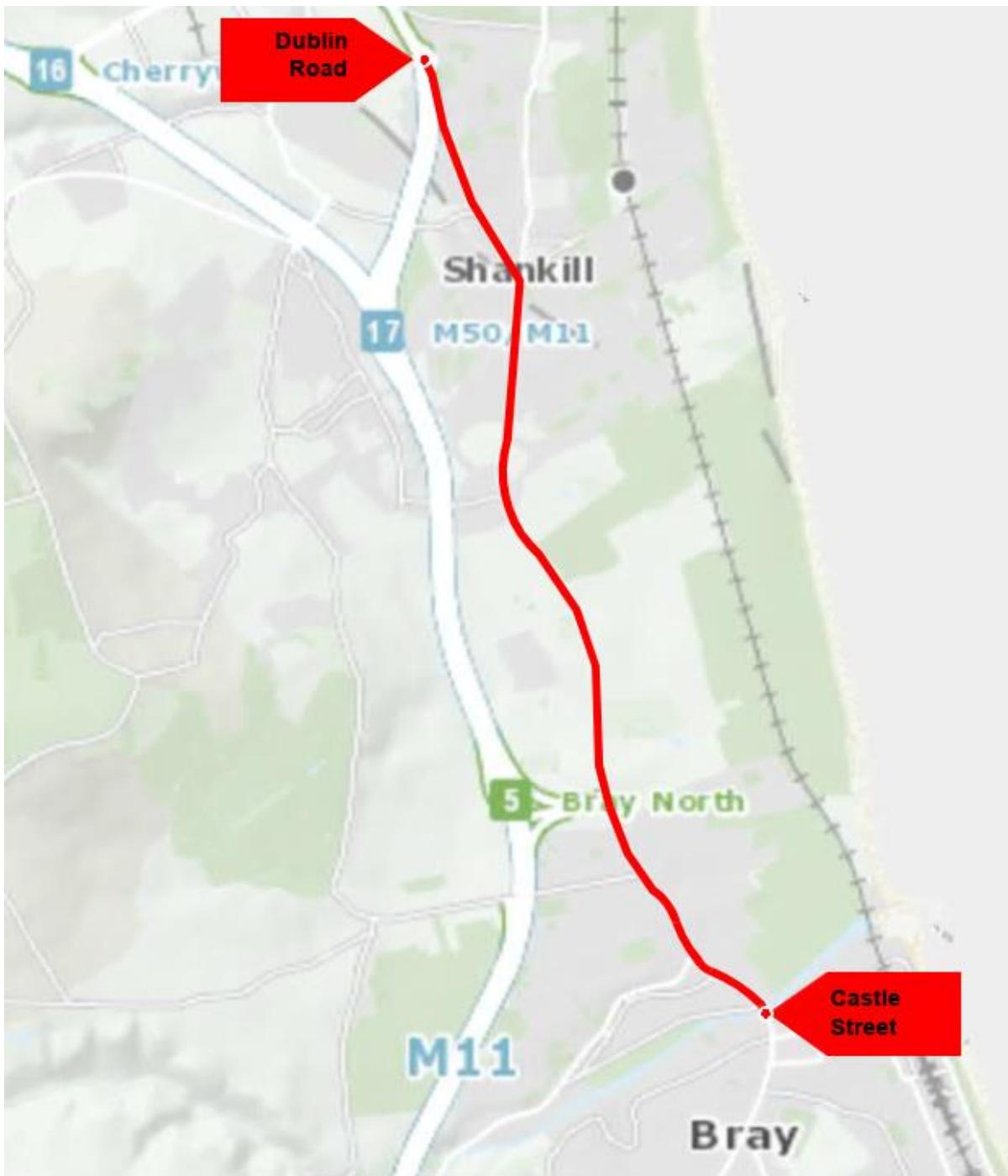
Section 3 Lower Kilmacud Road to Loughlinstown Roundabout



Main comments noted were the following:

- Access and parking to the houses along the N11 which could be impacted by the proposals and road widening
- The anticipated increase in vehicle speed following the introduction of new bus lanes along N11
- The overall increase in traffic volumes anticipated as a result of providing additional traffic lanes to accommodate more bus services
- Some residents opposed to new pedestrian access for Shanganagh Vale, while some in favour as it will provide quicker and more direct access to bus services
- Increase pedestrian safety along N11
- Bus routes should provide greater link between community and LUAS

Section 4 Loughlinstown Roundabout to Dargle River Crossing



Main comments noted were the following:

- Loss of on-street parking for residents and businesses through Shankill

- Impact on the Shankill village for the local community in terms of perceived increased traffic, increased feel of community severance, residents feeling cut off from local amenities, and overall change to village feel
- Impact on local businesses in Shankill thought to be considerable due to change in access for private cars and pedestrians
- Construction stage impacts on local residents and businesses
- Concern that the removal of access from Dublin Road onto Corbawn Lane could create more congestion on Shanganagh Road and Beechfield Manor
- Concern over access for emergency services if Corbawn Lane access removed
- Worries about property prices resulting from road being moved closer to homes
- Community strongly opposed to removal of trees
- Concern over access and quality of life for those with reduced mobility in the area, potentially increasing the isolation of this demographic
- Large number of independent living facilities and care homes in the area may be affected
- Removal of roundabouts in favour of a signalised junctions within Shankill area thought to have negative impact on traffic flow, but signalisation of N11 roundabouts welcomed
- Majority in favour of recessed bus stops rather than dedicated bus lanes through Shankill
- Pinch points along route anticipated which could remove any journey time gains as bus lanes have to be narrowed
- Concerns over effects on local protected buildings
- Concern the cycle path around Shankill could be unused due the route being longer than going down main road
- Potential negative effects on local business in Bray due to removal of off-street parking to facilitate road widening

Multiple Sections throughout along the Route

Main comments noted were the following:

- Overall query around the need for the scheme, given the current regularity of the 145 and 155 routes which already serve the catchment area
- Business impacts, devaluation of property and loss of both private and on street public parking along the route
- Cycle lanes which are separated from heavy traffic to be provided along the route. Increasing the health and safety of the population, while making cycling accessible to users of all abilities, will encourage more people to cycle
- Consideration to be given to emergency vehicles on prohibition of turns at junctions
- General reason behind increasing bus usage not understood when they are currently mostly diesel vehicles that produce pollution. Separately, comments were that zero emission electric buses need to be rolled out across the network to reduce emissions
- General complaints about removal of mature trees along the whole route (and wider programme). This could be an action that was seen to be impossible to mitigate, given the benefit the mature trees have in terms of noise and air quality mitigation from the already heavy traffic, and the visual amenity they provide to the areas they are located in
- General support for the need to tackle congestion and public transport uptake across the city
- Secure cycle parking facilities along the route could open up usership considerably and facilitate multi-modal usage
- Dropped kerbs can be dangerous to vulnerable pedestrians – there needs to a proper consideration of the shared spaces and how the users will interact. In general, shared spaces for pedestrians and cyclists are seen as dangerous due to inconsiderate cyclists and how much they are perceived to dominate the space
- Bus islands are a major source of concern for certain user groups, but are favoured by cyclists
- Concerns that route is only suitable for confident and experienced cyclists, in its current form
- Further consideration needs to be given to the layout at junctions, and how cycle and car users will interact. Prioritise vulnerable cyclists
- Potential need for one-way systems in areas along the route to reduce negative effects of pinch points



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