

# BusConnects Dublin Core Bus Corridor Projects

Corridor 16 –  
Ringsend to City Centre

Emerging Preferred Route –  
Public Consultation Report  
2018/2019

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## 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 Ringsend to the City Centre (Route 16).

### 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:

#### ***“Third and last phase of the Core Bus Corridor project launched***

*The National Transport Authority has today announced details of the third phase of the BusConnects Core Bus Corridor project with the unveiling of the final six of the sixteen routes that are earmarked for development.*

*The aim of BusConnects is to transform Dublin's bus system, with the Core Bus Corridor project providing 230 kms of dedicated bus lanes and 200 km 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 1.55 million.*

*Bus services provide 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 rollout of the Core Bus Corridor project.*

*The first phase of the public consultations commenced in November 2018 with the second phase started in January 2019. The latest public consultation for phase three is commencing today on the Emerging Preferred Routes for the following six corridors:*

- *Ballymun to the City Centre (Option A & B)*

- *Finglas to Phibsborough*
- *Bray to the City Centre*
- *UCD Ballsbridge to the City Centre*
- *Blackrock to Merrion*
- ***Ringsend to the City Centre***

*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. The public consultation will run until the 30<sup>th</sup> April 2019.*

*On the six corridors announced today, annual passenger growth in Dublin Bus services has increased by 18% 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.*

*In launching the public consultation, Anne Graham, CEO of the NTA said: "Today marks the launch of the last in a three-step process of public consultation with the details of the Emerging Preferred Routes being unveiled for the final six Core Bus Corridors.*

*In recent days, the NTA has notified the up to 390 property owners along the final six routes who may be potentially affected by the Emerging Preferred Routes and offered one-to-one meetings to discuss the proposals and listen directly to their feedback. We would also encourage property owners to engage in the consultation process that is underway until the 30<sup>th</sup> April so we can look at the issues they wish to see addressed.*

*Throughout the development of this project, we are committed to deepening engagement with communities along each of the sixteen routes and the up to 1,470 property owners potentially impacted by the project. That is why we have been holding public information events in recent weeks and will hold similar such events for phase 3 in the next two months.*

*It has been encouraging to see the high level of engagement that we have witnessed as part of the consultation process. Through feedback and observations, we have already suggested a number of solutions including an alternative layout at Santry on the Swords to City Centre route.*

*At the NTA, we are eager to hear the concerns of all those potentially impacted and ensure they are updated at every step of the project. The Community Forums rolled out in recent weeks allow a continuous two-way dialogue with community leaders, residents' associations, special interest groups and public representatives. The dates of the forums for phase three corridors will be finalised very shortly.*

*With the city due to grow by 25% and congestion one of the most significant challenges facing the Dublin region, the BusConnects Core Bus Corridor project is needed now more than ever. Through the development of continuous bus priority and segregated cycle lanes we can meet the growing demand for fast, reliable, punctual and convenient bus journeys in and out of the city centre, and safe cycling facilities for the growing numbers of cyclists.”*

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

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

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

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

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

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

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

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

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

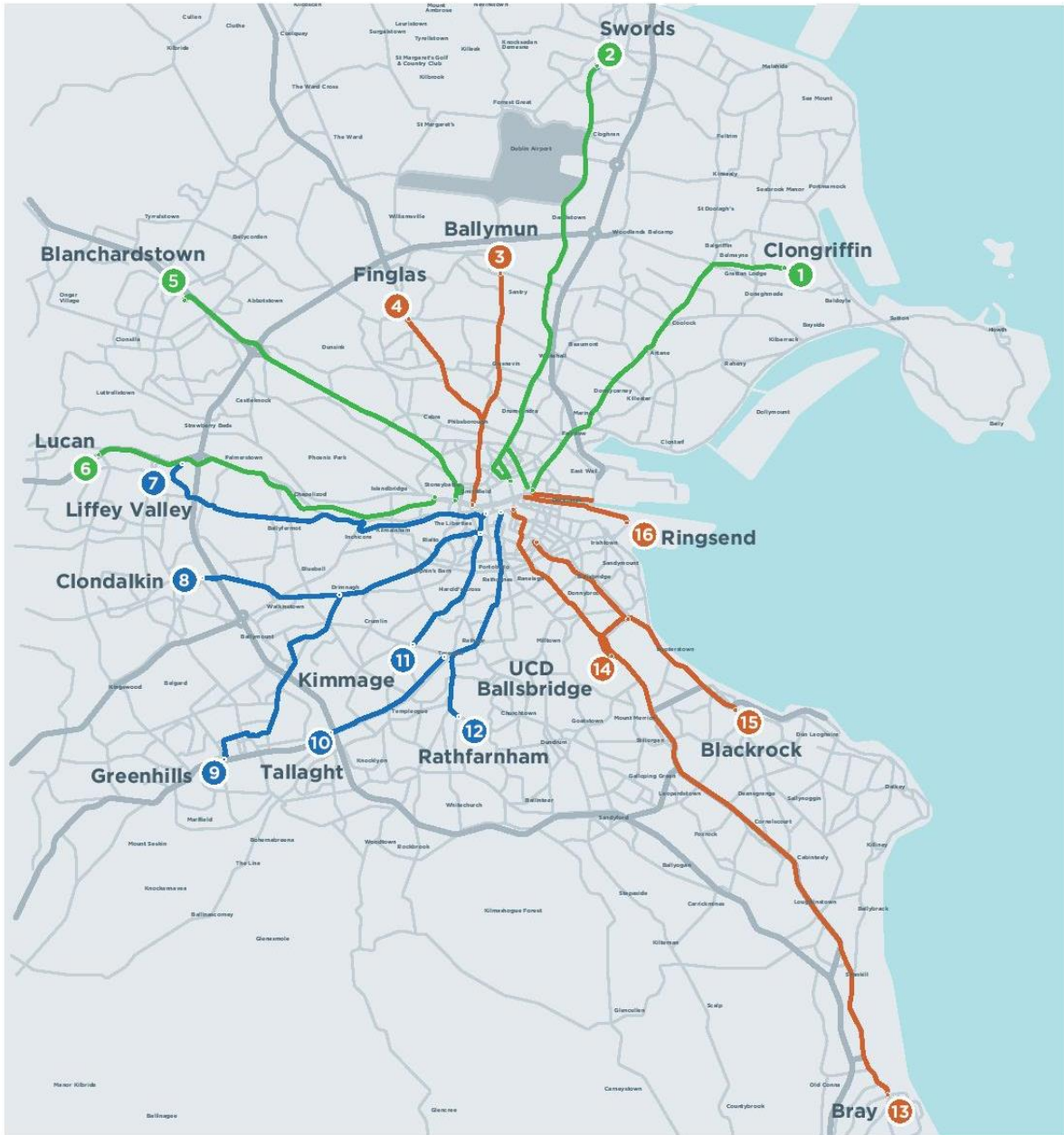


Figure 1: Radial Core Bus Corridors

## 1.4 Information Provided in Public Consultation

Additional information was provided on the Bus Connects website:

<https://www.busconnects.ie/media/1477/16-busconnects-cbc-ringsend-to-city-centre-070319-fa-web.pdf>

The additional supporting information on the website included:

- Ringsend CBC Drawings
- Ringsend CBC Appendices
- Ringsend to CC Executive Summary
- Ringsend to CC Report
- Problem Identification Ringsend
- Ringsend - City Centre Core Bus Corridor
- Ringsend - City Centre Parking Survey Report Revision 1
- Ringsend CBC - Appendix H - Environmental Impact Report
- Ringsend CBC Early Indication Report
- Ringsend Preliminary Safety Health Plan
- Ringsend to City Centre Scheme Impact Review
- Ringsend CBC 2
- Ringsend Trees

## 1.5 Submissions Received:

Submissions were received from 17 separate parties for the Ringsend Corridor, ranging from personal submissions from residents and commuters to various associations and private sector businesses. In a small number of cases people made several submissions so that the overall total received was 19.

## 1.6 Principal Issues Raised:

The responses cover a wide spectrum of views. The majority of the views raised concerns about the scheme, or elements 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) Cycling Facilities;
- 2) Safety concerns;
- 3) Bus Services and Stops;
- 4) Community Impacts;

- 5) Suggestions for Modifications;
- 6) Environmental Impacts;
- 7) Supportive messages;
- 8) Loss of Car Parking;
- 9) Pedestrian Facilities;
- 10) Flooding; and
- 11) Traffic and Access.

## **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 Ringsend 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 25<sup>th</sup> February 2019 and a one-to-one meeting was offered in each case.

A public consultation event took place on 1<sup>st</sup> of April 2019 in The Convention Centre, Spencer Dock.

A Community Forum event took place on Thursday 18<sup>th</sup> April 2019 in the Convention Centre on North Wall Quay, Dublin 1, and the 12<sup>th</sup> September in the Gibson Hotel, Dublin 1.

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 25<sup>th</sup> 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.

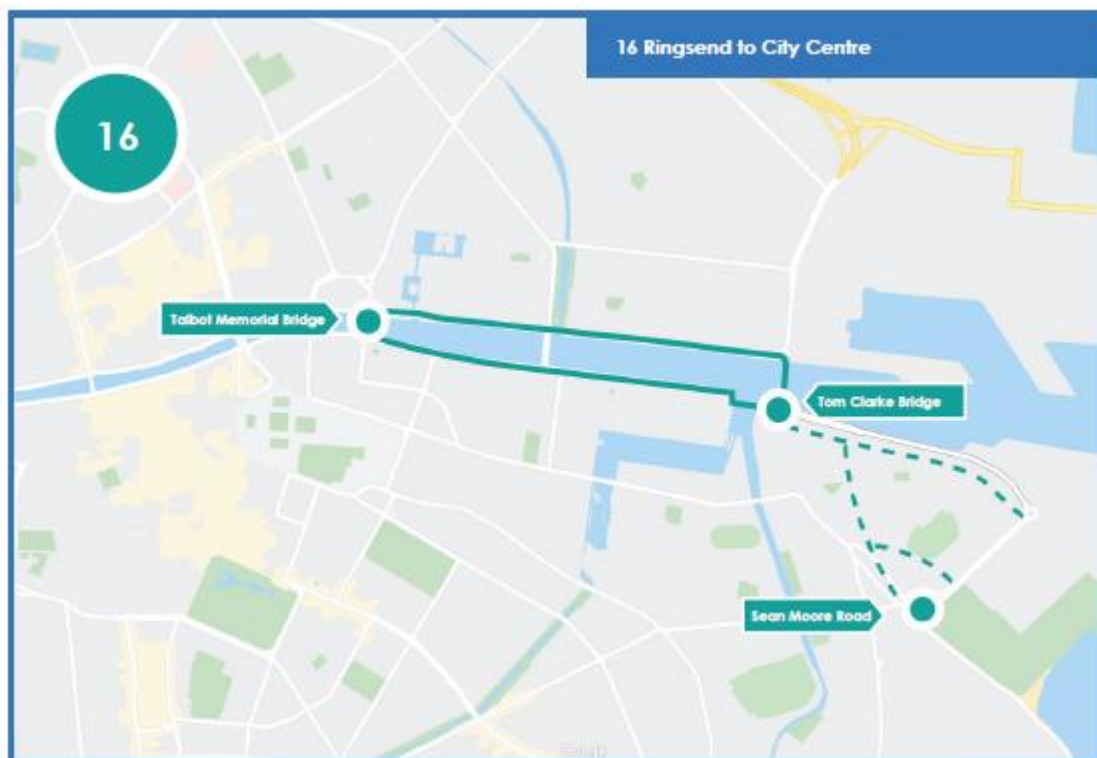


### 3. Approach to Assessing the Submission

The review of the submissions commenced by the Authority and its consultants on 25<sup>th</sup> June 2019 once the submissions were initially recorded and catalogued by the Authority. 18 submissions had been received by the Authority when the consultation period closed on 31<sup>st</sup> of May 2019 with one additional submission received after the above date.

### 4. Analysis of Issues Raised by Section

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

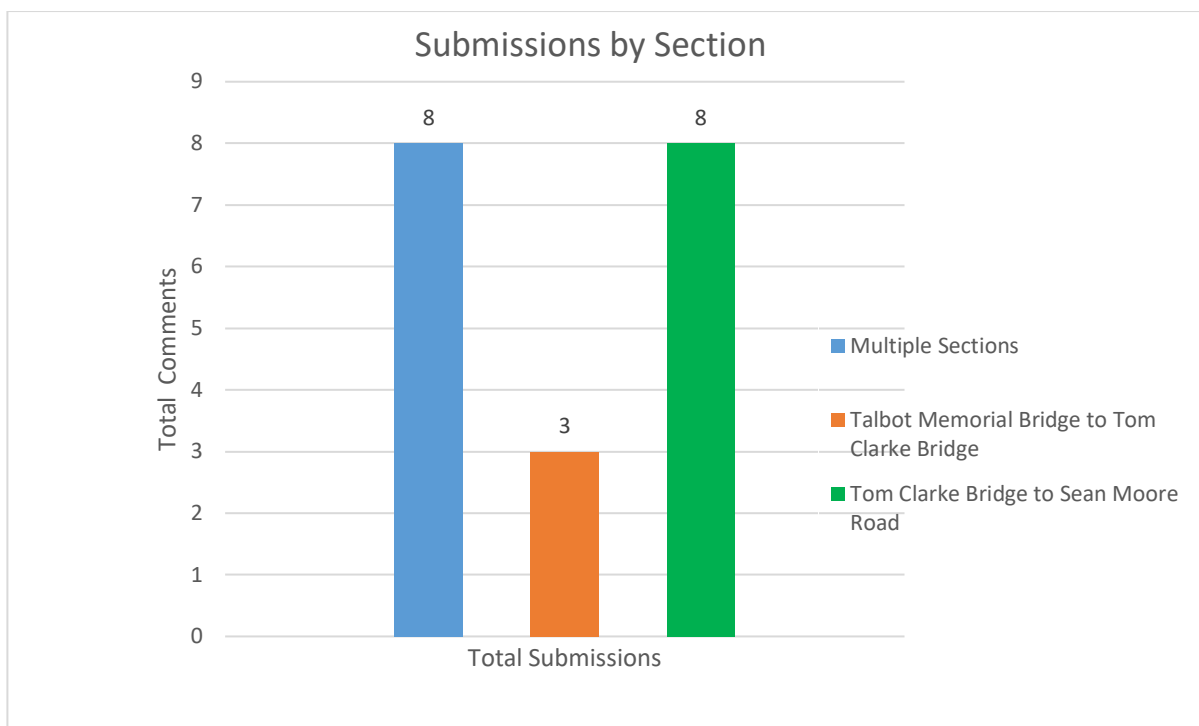


While some submission covered the whole route corridor, others concentrated on more local areas. These areas were:

Section 1: Talbot Memorial Bridge to Tom Clarke Bridge

Section 2: Tom Clarke Bridge to Sean Moore Road

The submissions have been categorised on that basis.



**Table1. Distribution of responses by Section of Route**

|   | Number of Comments | Percentage |
|---|--------------------|------------|
| Multiple Sections (Whole Route)             | 8                  | 42%        |
| Talbot Memorial Bridge to Tom Clarke Bridge | 3                  | 16%        |
| Tom Clarke Bridge to Sean Moore Road        | 8                  | 42%        |
| Total                                       | 19                 | 100%       |

**Table2. Number of responses per Section of Route**

## 5. Profile of those making submissions:

Of the submissions received,

- 80% were from **residents of the study area** and typically referred to local matters;
- 15% of the submissions were received from **Representative bodies/Associations/Local Representatives** and they addressed mainly community-focused issues;
- 5% of the submissions were received from **Public Bodies** addressing environmental comments.

## 6. Themes Raised in the Submissions

All 19no. 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 | 18        |
| Safety                        | 9         |
| Land Use / Economy            | 10        |
| Environment                   | 6         |
| Social Impact                 | 5         |
| Heritage                      | 5         |

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, the key issues related to the project are as follows:

- 1) Cycling Facilities;
- 2) Safety concerns for Pedestrians;
- 3) Community Impacts;
- 4) Environmental Impacts;
- 5) Loss of Car Parking;
- 6) Flooding; and
- 7) Traffic & Access Impacts.

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

## Issue 1: Cycling Facilities

Although most people were supportive in general of increased cycle lanes some concerns were raised. Many people were concerned about bike lanes being shared with bus lanes and expressed a desire for them to be segregated along most of the route. A request to provide island bus stops to segregate cyclists from other road users at bus stops.

A submission was received in relation to the proposed width of the cycle paths suggesting that they were unnecessarily wide which caused existing trees and shrubs to be needlessly removed.

A query was raised as to how the cycle lanes were to be maintained, as over time they become cluttered with debris such as broken glass which can become a serious obstacle to cyclists.

### Responses to Issue 1

Fully segregated cycle tracks are proposed along this corridor. Cyclists will not be required to share bus lanes on this corridor. Between Matt Talbot Memorial Bridge at the western end and Tom Clarke Bridge (East Link) at the eastern end the cycle tracks will be located within the existing campshire areas. The cycle routes through the Ringsend area will consist of a mix of quiet streets and cycleways through Ringsend Park and green areas.

The scheme proposals have been revised to ensure the retention of most of the existing trees, and includes proposals for the planting of a substantial number new trees along the route.

## Issue 2: Safety Concerns for Pedestrians

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. Particular concerns were raised about the adequacy of walking space for pedestrians and shared area with cyclists on the Samuel Beckett Bridge and the potential impact of additional fast cyclists on quiet residential streets.

### Responses to Issue 2

Congestion issues for pedestrians and cyclists on the eastern side of Samuel Beckett Bridge is to be separately addressed by Dublin City Council's proposed new walking and cycling bridge across the River Liffey a little further downstream to the east. This will relieve pressure on the existing footpath on the Samuel Beckett Bridge, which is the furthest east existing crossing point between the northern and southern docklands.

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 3: Community Impacts**

Concerns were raised about potential negative impacts for the local community due to elements of the project proposals, in particular that opening Ringsend Park 24 hours a day could lead to an increase in anti-social behaviour.

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

Provision of a walking and cycling route through Ringsend Park will shorten the distances between the residential areas surrounding the park which will benefit the local community. There will be public lighting provided along the proposed cycle and pedestrian link to enhance security. The western side of the park is well overlooked by houses and the adjoining residential streets that will provide further passive surveillance.

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 4: Environmental Impacts**

Numerous general references were made to environmental impacts in the submissions. Many referred to increased noise and air pollution with the likely diversions of traffic away from the North and South Quays. 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 the removal of trees along the route and the proposal of a new bridge across the mouth of the River Dodder at the end of John Rogerson's Quay;

At Pigeon House Road residents were concerned about the proposal to remove the grass verge to accommodate a cycle track; and

Some submissions queried the proposed schemes potential impact on the old granite sea wall in the Irishtown area that is a historic structure.

#### **Response to Issue 4**

The scheme proposals have been revised to ensure the retention of most of the existing trees, and includes proposals for the planting of a substantial number new trees along the route.

At Pigeon House Road, it is no longer proposed to provide a cycle track and cyclists will share the traffic-calmed street for access towards the Poolbeg area. The existing grass verge will be retained. A separate segregated route is proposed through the western edge of Ringsend Park.

The scheme proposals have been revised to avoid any impacts on the old granite sea wall.

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.

The (EIA) process will also assess the potential visual impacts, including those associated with the proposed new bridge across the mouth of the River Dodder

### **Issue 5: Loss of Car Parking**

The loss of on-street parking spaces was raised as an issue in many submissions. One issue that was brought up was that some areas which are not technically parking spaces but are still used by many residents for parking will be removed. One such area is the grass verge at Pigeon House Road. Residents were concerned that when this verge is removed that people will park at Ringsend Park and suggested that this must be restricted in some way. Another concern was raised about the removal of the public car park at Strasburg Terrace which is often used by local residents and would be a significant loss to the community.

#### **Response to Issue 5**

The scheme proposals have been revised to reduce the impact on existing on-street car parking provision. The reduction in on-street car parking will be predominantly located along the north and south campshires, with very limited impact on residential streets in Ringsend.

At Pigeon House Road, it is no longer proposed to provide a cycle track and cyclists will share the traffic-calmed street for access towards the Poolbeg area. The existing road layout and existing grass verge will be retained. There will be no impact for existing parking on Strasbourg Terrace.

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: Flooding**

Concerns were raised about flooding along Strand Street. Many of these mentioned how the removal of the sea wall would lead to an increase in floods.

#### **Response to Issue 6**

The scheme proposals have been revised to avoid any impacts on the old granite sea wall. The proposed scheme will not affect flood risk in the Strand Street area.

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

#### **Issue 7: Traffic and Access Impacts**

A number of submissions raised concerns about traffic and access impacts; in particular that Pigeon House Road is becoming progressively busier and is becoming a rat run for the East Link Road. Concerns were also raised that, further west, all traffic from the city centre to the Grand Canal Docks area will need to enter via Misery Hill, Hibernian Road and Lazer Lane and that this has the potential to cause significant traffic congestion as traffic will be limited to narrow one-way roads.

#### **Response to Issue 7**

The scheme has been revised at Pigeon House Road to include a quiet street treatment with additional traffic calming.

The scheme proposals have been revised to retain access to Sir John Rogerson's Quay east from Samuel Beckett Bridge. On Sir John Rogerson's Quay, the proposed change to the westbound bus lane approaching the junction at Cardiff Lane will allow for the provision more signal time for pedestrians at this busy location. General traffic will instead exit to Cardiff Lane at the Misery Hill junction.

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.

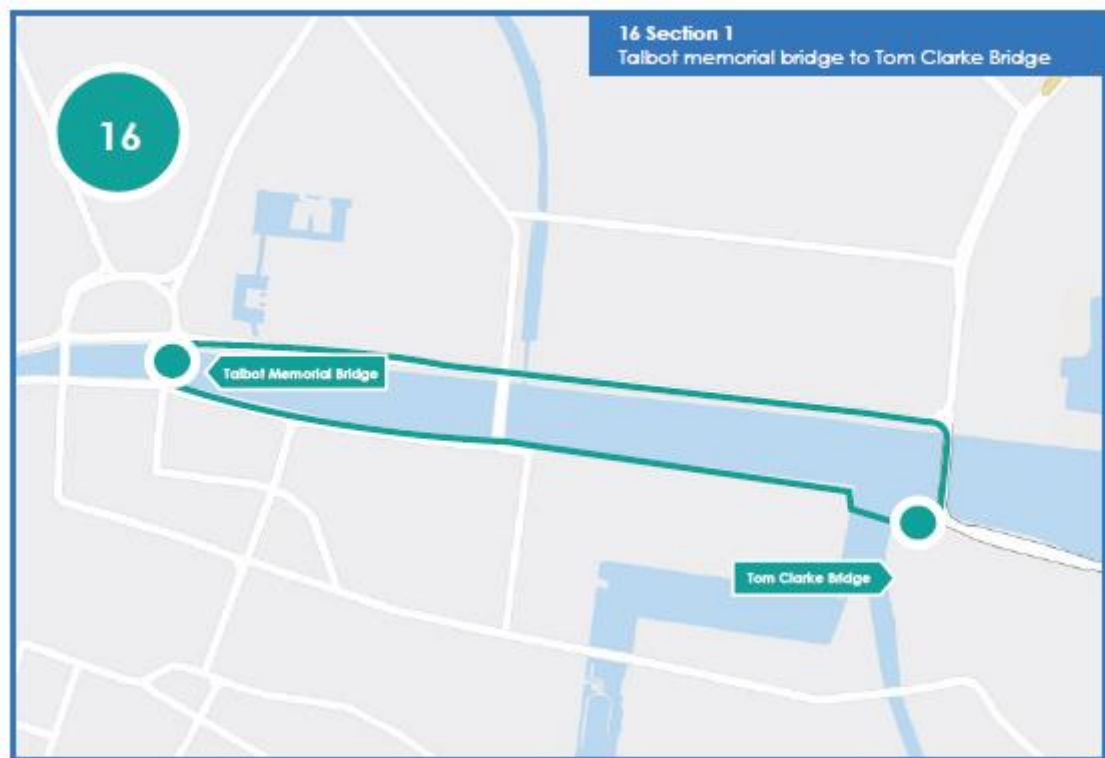
The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be taken into account by An Bord Pleanála in its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

# APPENDIX A

## SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE



## Section 1: Talbot Memorial Bridge to Tom Clarke Bridge



:

Main comments noted:

- Concerns over pedestrian safety on Samuel Beckett Bridge caused by a lack of segregated cycle and pedestrian lanes;
- Concerns over a possible back-log of cyclists at the Guild Street pedestrian crossing due to the proposed removal of the northbound cycle lane from the eastern side of the Samuel Beckett Bridge;
- A proposal to add bus stop islands along the North Quay Road in order to better protect Cyclists and pedestrians; and
- Concerns over traffic diversion proposals which suggest that all traffic from the city centre to the Grand Canal Docks area would need to enter via Misery Hill, Hibernian Road and Lazer Lane which would cause traffic back-ups.

## Section 2: Tom Clarke Bridge to Sean Moore Road



Main comments noted:

- The removal of the grass verge on Pigeon House Road would have a detrimental effect on residents who use it for car parking;
- How the cycle lanes are to be maintained as over time they become cluttered with debris such as broken glass which can become a serious obstacle to cyclists;
- A desire to construct a pedestrian crossing from Ringsend Park to the Poolbeg Yacht Club and marina;
- A proposal to create a new cycle route on the north side of sea wall on Pigeon House Road instead of the south side;
- A proposal to make Pigeon House Road local access or one way only;
- Safety concerns pertaining to the amount of trucks travelling along Pigeon House Road to enter the container yards;
- Safety concerns relating to the accessibility of a local school;
- Objections to the removal of parking spaces, trees and the old granite sea wall on Strand Street;
- Objections to the removal of land on Ringsend Park to create a cycle lane;
- Concerns about having Ringsend Park open 24 hours a day, 7 days a week, as it could lead to an increase in anti-social behavior; and

- Objections to the removal of parking spaces at Strasburg Terrace.

## Whole Route

Main comments noted:

- Suggestions to make some roads bus only during busy hours;
- Suggestions to create a to create a bus link from South Docklands, via Ringsend, over the East link via York Road/ Thorncastle St., to Point Village (Luas link) on to North Docklands/ East Wall, East Point Business Park, Clontarf Road Dart;
- Concerns over shared pedestrian and cycle lanes and a wish for them to be segregated;
- Suggestions for more bus islands to be implemented along the route;
- Opposition to the removal of trees anywhere along the route;
- Suggestions for more one-way roads or bus gates for local traffic; and
- Concerns over lack of enforcement to prevent cars entering bus lanes.



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