



Appendix C

Public Consultation
Submission Report –
Second & Third Non-
Statutory Public
Consultation



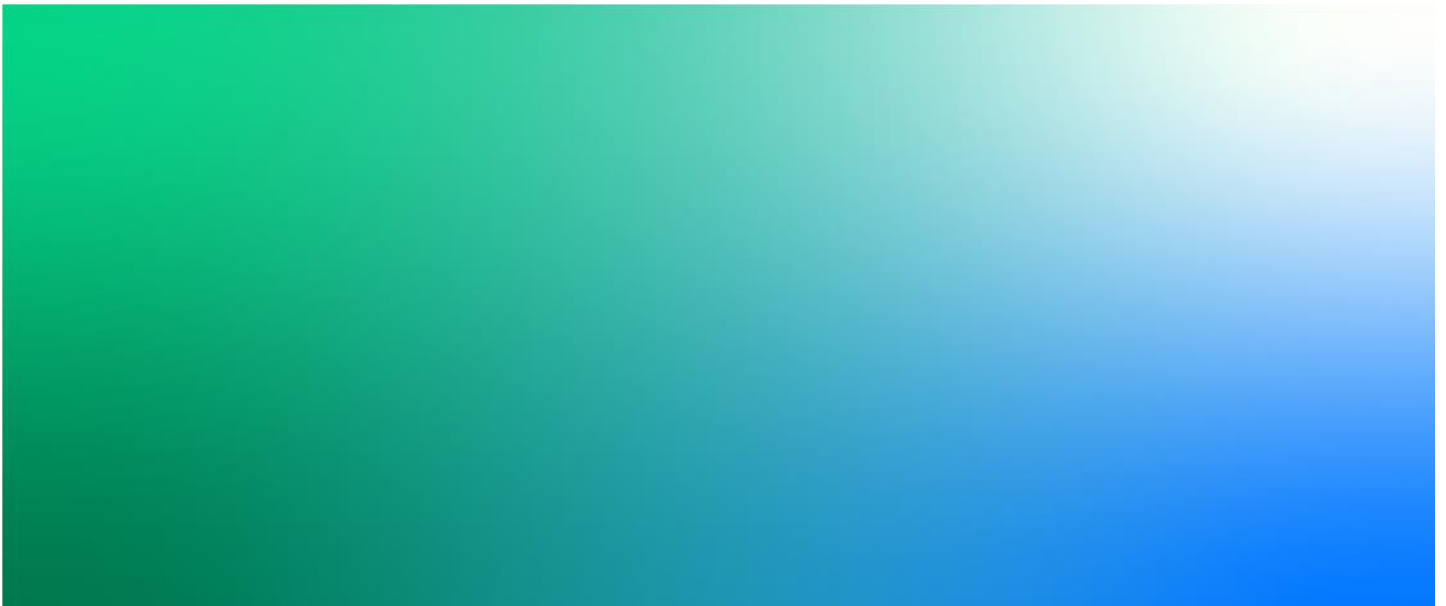
Kimmage to City Centre Core Bus Corridor

Preferred Route Option

Second and Third Public Consultation Submissions Summary Report

February 2021

BCIDD



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1. Executive Summary

1.1 Objectives of the Scheme

The aim of the BusConnects Core Bus Corridor (CBC) Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

The objectives are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

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

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.

Anne Graham, CEO of the NTA said:

“The BusConnects Core Bus Corridor Projects is at the heart of the NTA’s efforts to improve transport services across our capital city. By providing continuous bus priority and much improved and safer options to walk and cycle within the city, we can incentivise more people to sustainable transport modes.

Enhancing transport infrastructure has become all the more important as an ever-growing number of people choose to walk or cycle within the city over recent months. These shifts in travel patterns are likely to have a long-lasting impact. Buses will continue to be the most important mass public transport mode for our cities. Through the rollout of the sixteen Core Bus Corridors, we can put in place a long-term solution to meet the evolving travel needs of the public. Modern cycling infrastructure will provide new options for families within communities throughout Dublin to cycle safely. Although COVID-19 has meant we are unable to roll-out in-person information events, I would encourage the people of Dublin to visit our virtual consultation rooms and share their views on the revised proposals in the coming weeks.”

The following sixteen Core Bus Corridor form part of the BusConnects Infrastructure works, with the relevant corridor highlighted:

1. Clongriffin to City Centre Core Bus Corridor;
2. Swords to City Centre Core Bus Corridor;
3. Ballymun to City Centre Core Bus Corridor;
4. Finglas to Phibsborough Core Bus Corridor;
5. Blanchardstown to City Centre Core Bus Corridor;
6. Lucan to City Centre Core Bus Corridor;
7. Liffey Valley to City Centre Core Bus Corridor;
8. Clondalkin to Drimnagh Core Bus Corridor;
9. Greenhills to City Centre Core Bus Corridor;
10. Tallaght to Terenure Core Bus Corridor;
- 11. Kimmage to City Centre Core Bus Corridor;**
12. Rathfarnham to City Centre Core Bus Corridor;
13. Bray to City Centre Core Bus Corridor;
14. UCD Ballsbridge to City Centre Core Bus Corridor;
15. Blackrock to Merrion Core Bus Corridor; and
16. Ringsend to City Centre Core Bus Corridor.

The location of each of the CBCs can be seen below in **Figure 1**.

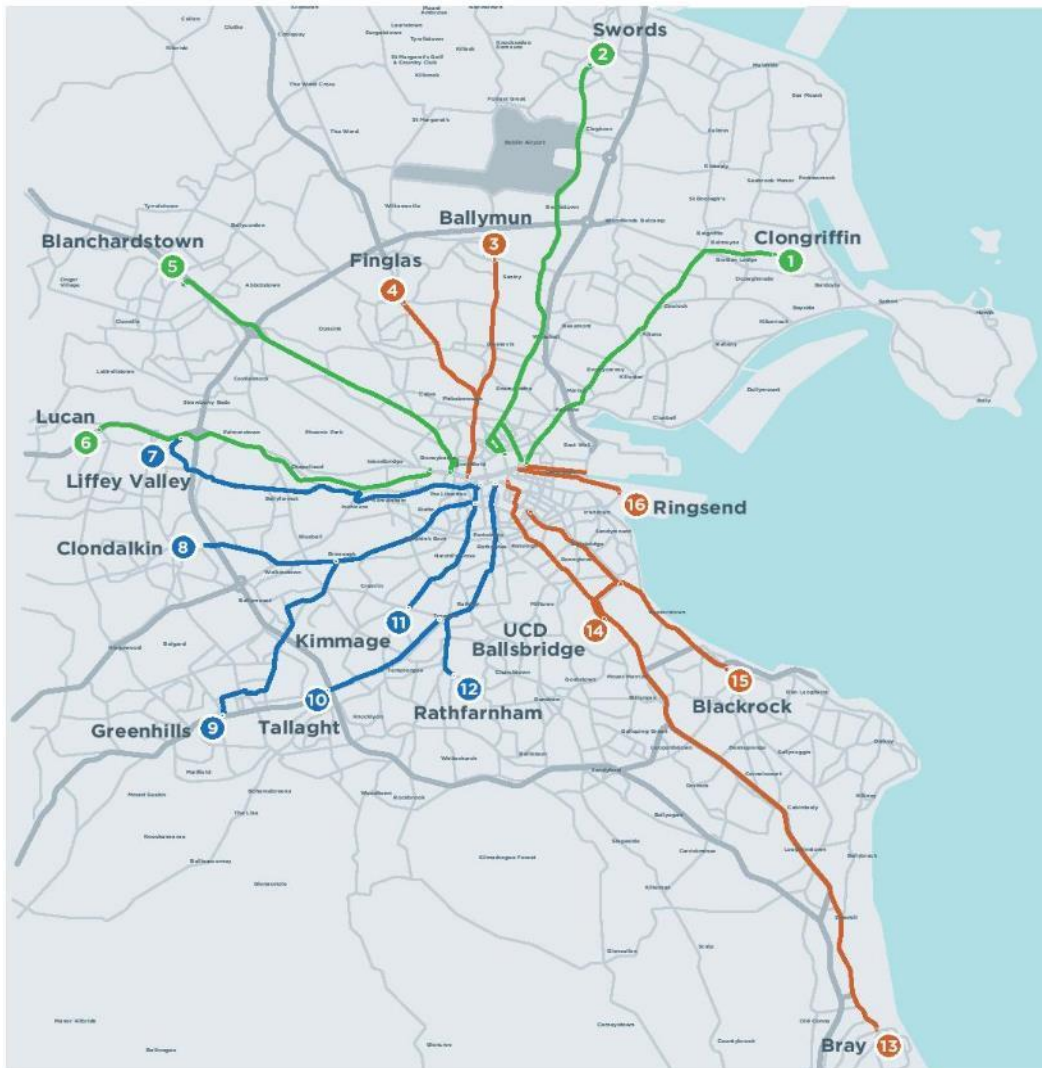


Figure 1: Radial Core Bus Corridors

1.3 First public consultation

The first round of non-statutory consultations on the Emerging Preferred Route ran from on a phased basis until the 31st of May 2019. The non-statutory consultation for Kimmage was in Phase 3 from 26th of February 2019 to 31st of May 2019, and the output from these non-statutory consultations has gone into the ongoing scheme development. In addition, a number of community fora and localised engagement events have been held covering the whole route, and specific areas respectively.

In total, 644 submissions were received as part of the first non-statutory consultation. The report from the Emerging Preferred Route Public Consultation is included in Appendix B.

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

submissions identified positives within the scheme, while challenging other elements of the overall scheme. A summary of the key issues raised during the first public consultation is outlined below.

- 1) Cycling facilities;
- 2) Safety concerns;
- 3) Bus Gates;
- 4) Bus lanes and road widening;
- 5) Suggestions for Modifications;
- 6) Environmental Impacts;
- 7) Community impacts;
- 8) Loss of Car Parking;
- 9) Buse Services and stops;
- 10) Impact for properties; and
- 11) Traffic and Access.

1.4 Second public consultation

The second round of non-statutory public consultation for the Bus Connects Core Bus Corridor Project took place from the 4th of March until 17th of April 2020 on the Preferred Route Option. The COVID-19 pandemic event became an issue in Ireland at the start of this period. In response to the Irish Government and National Public Health Emergency Team's guidelines in relation to the Covid-19 pandemic the majority of the planned public information events were postponed.

The consultation period remained open until 17th April 2020 and submissions could be made by email or by post. All relevant information including the Preferred Route Option brochures and the Emerging Preferred Route public consultation reports were made available on the Bus Connect website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone or email/ posts and minutes recorded as part of the consultation process.

Consequently, 41 submissions were received as part of the second non-statutory public consultation. A summary of the key issues raised during the second non-statutory public consultation is outlined below.

- 1) Many submissions welcomed the changes to the proposals since the EPR.
- 2) Proposed Bus Gates; in particular relating to
 - A welcomed modification by some people
 - Objected to by others due to reduced accessibility by car to Kimmage Road Lower. Combined impacts for traffic management changes across several corridors were highlighted as unwelcome for general traffic movement
 - General query about the legality of bus lane provisions and whether taxis may use what appear to be "contra-flow" bus lanes in some places

- Times of operation to be clarified with access for large delivery vehicles
 - Access for funerals at Mount Jerome during late morning and early afternoon
 - Traffic impact on Clareville Road.
- 3) Security and anti-social behaviour concerns by some residents, as well as some in support, of the Poddle Cycleway proposals at Mount Argus connecting to Sundrive Road.
 - 4) More trees and improved public realm improvements along Harold's Cross Road requests
 - 5) More direct cycle tracks welcomed in many submissions although concerns were raised about the removal of existing cycle lanes on Kimmage Road Lower at Sundrive Cross.
 - 6) The extent of public realm proposals at Sundrive Cross which are not welcomed from some businesses but welcomed by others looking for more.
 - 7) Traffic calming suggestions including, inter alia, 30kph speed limit and pedestrian crossings.
 - 8) Complaints about the non-statutory public consultation process.
 - 9) Suggested improvements to footpaths, cycle tracks, and local traffic access restrictions at KCR end of Kimmage Road Lower, as well as coordination with the proposed flood defence scheme.
 - 10) Various comments about narrow footpaths at several locations.

1.5 Third Public Consultation

The NTA launched the third round of non-statutory public consultation on the 16 core bus corridors being developed as part of the BusConnects programme on the 4th November 2020. The consultation ran until the 16th of December 2020.

The third round of non-statutory public consultation on the Core Bus Corridors focused on the updated Preferred Route Options of all sixteen corridors. The NTA had made refinements along each corridor to consider feedback received by the public in the previous non-statutory consultations in addition to further technical design work and urban realm improvements along each route.

Due to the Covid-19 restrictions, an online virtual room was created for members of the public to take part in the consultation. The virtual room provided details of the Preferred Route Option for all 16 Core Bus Corridors. All 16 Core Bus Corridor brochures detailing the preferred routes and associated maps were also available to view and download.

344 submissions were received as part of the third non-statutory public consultation. A summary of the key issues raised during the second public consultation is outlined below.

- 1) Increased traffic congestion on alternative routes
- 2) Safety of school drops offs at Clareville Road
- 3) Increased traffic through narrow residential streets as a result of traffic restrictions and diversions
- 4) Access to amenities and members of the community for those within the bus gates on Kimmage Road Lower
- 5) Severance of communities east of Kimmage Road Lower

- 6) Emergency access to schools and hospitals
- 7) Increased noise and air pollution
- 8) Prematurity of works in light of changes to commuting patterns as a result of COVID-19
- 9) Some residents expressed a preference for Metrolink
- 10) Unclear traffic modelling information
- 11) Proposed new locations of bus stops
- 12) Proposed reduced frequency of public transport along the corridor
- 13) Objections to cycle facilities through Poddle Park
- 14) Security and anti-social behaviour concerns by some residents, as well as some in support, of the Poddle Cycleway proposals at Mount Argus connecting to Sundrive Road.
- 15) Complaints about the non-statutory consultation process.

1.6 Summary of the 3 Public Consultations

The total number of submissions received across all three public consultations was 1,034.

In addition, a number of Community Forums (24th September 2019, 10th of November and 10th December 2020) were held where members of the Project Management and Design teams responded to public queries. The first was held in the Hilton Hotel, Charlemont and the remainder were hosted online.

2. Second Public Consultation

2.1 Overview

Following the first non-statutory public consultation on the EPR, the development of a Preferred Route Option (PRO) commenced. The second non-statutory public consultation on the Kimmage to City Centre Core Bus Corridor Preferred Route Option ran between 10th of March 2020 and 17th April 2020.

However, during the period of Consultation, the COVID-19 pandemic interrupted the public consultation from 12th of March 2020. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHE), the following changes were applied to the 2nd round of public consultation:

- All public information events were postponed.
- The public consultation remained open, and submissions could be made by email and by post;
- All 16 PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any queries and questions regarding the proposals could be emailed to the BusConnects team.

Property owners potentially affected by the proposals were notified by post and a one-to-one meeting was offered in each case. Following the implementation of the COVID-19 guidelines, one-to-one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings. A number of meetings with resident groups and one-to-one meetings were also held as part of the process prior to the COVID-19 restrictions being imposed.

The public were invited to make written submissions relating to the Preferred Route consultation brochure. Submissions could be made by post or by email.

2.2 Information Provided in Second Non-Statutory Public Consultation

Information on the non-statutory public consultation process was published in major print media from the 5th of March 2020 including the Irish Times, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Wicklow Times and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM and Nova, beginning on 4th March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5th March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18th March 2020 due to COVID-19.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website, and hard copies could be sent by post on request, or for pickup at NTA Office reception. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The non-statutory public consultation brochure provided information about the work that has been carried out as part of the Bus Connects Core Bus Corridor Study. Additional information was provided on the BusConnects website is listed below.

- Information Brochure for the Preferred Route
- City Centre to Kimmage - Route Selection Report
- City Centre to Kimmage CBC Drawings

2.3 Approach to Assessing the Submissions

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received 41 submissions received in the second round of non-statutory public consultation relating to the Kimmage to City Centre Core Bus Corridor. These submissions were mainly personal submissions from residents, businesses and commuters and some lobby groups, resident's associations, and elected representatives. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

All submissions, including notes from meetings with impacted landowners and stakeholders, were entered into a database and assessed.

2.4 Analysis of Issues Raised by Section

The Core Bus Corridor was divided into 4 sections, and the issues raised in each submission were categorised in a database by geographical section, by issue type and comment type.

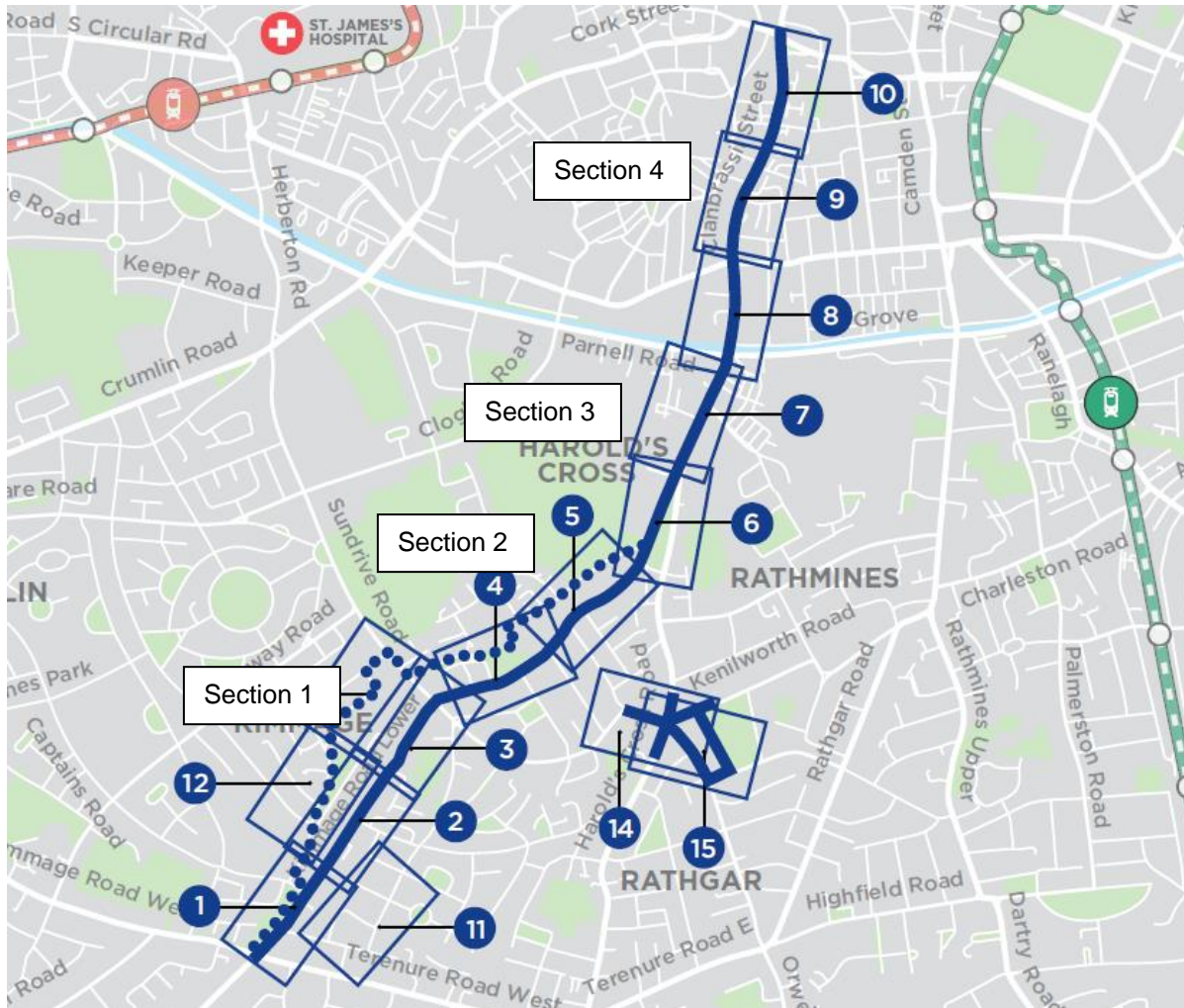


Figure 2: Kimmage to City Centre Corridor Map

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
- Section 2: Lower Kimmage Road / Sundrive Road 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 sections of the route that attracted the most comments were Section 1 and Section 2, both representing 29% of all comments. The section 1 comments mostly focussed on traffic displacement, and the section 2 comments were primarily focused on cycling facilities.

Figure 3. Number of Submissions per Section of Route

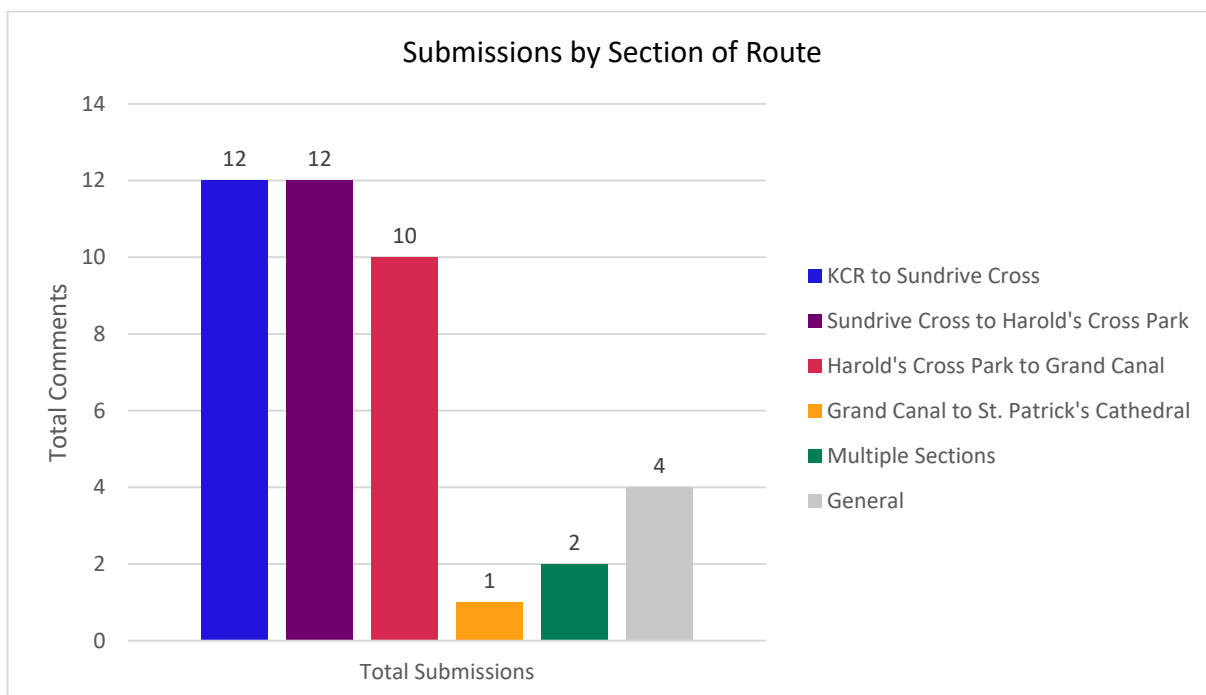


Table 1. Percentage of Submissions per Section of Route

	Number of Comments per Section	Percentage
Section 1 - KCR to Lower Kimmage Road / Sundrive Road [Kimmage Village]	12	29%
Section 2 – Lower Kimmage Road / Sundrive Road [Kimmage Village] to Harold’s Cross Park	12	29%
Section 3 – Harold’s Cross Park to the Grand Canal	10	24.5%
Section 4 – Grand Canal to St. Patrick’s Cathedral [Inside Canal]	1	2.5%
Multiple sections	2	5%
General	4	10%
Total assessed to-date	41	100%

2.5 Profile of those making submissions:

Of the submissions received:

- 49% were from residents of the study area or affected property owners (20 No.)
- 29% from Residents Associations and Public Bodies (12 No.)
- 22% from members of the public with an interest in the scheme (9 No.)

2.6 Themes Raised in the Submissions

All of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. A single submission may be categorised and summarised under multiple themes. A total of 5 main themes were identified during this review process:

- 1) Pedestrian and Cycling facilities – cycle lanes, junctions, interactions with pedestrians.
- 2) General safety – pedestrian safety concerns and traffic speeds.
- 3) Access & Traffic – Parking, increase in traffic diverted to other roads, access through bus gate.
- 4) Environment – impact on trees, property, public realm and flooding.
- 5) Consultation Process

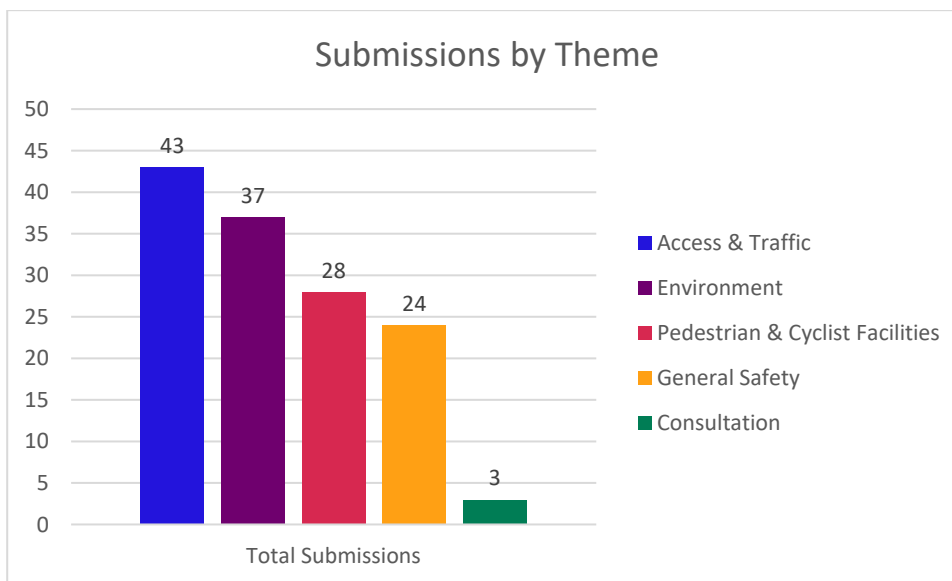


Figure 4. Number of Comments per Theme

Table 2. Number of Comments per Theme

Theme	Frequency
Access and Traffic	43
Environment	37
Pedestrian & Cyclist Facilities	28
General Safety	24
Consultation Process	3

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses.

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

2.7 Summary of Main Issues Raised in the Second Non-Statutory Public Consultation

This report identifies the key issues raised in the non-statutory 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, ranked in order of response mention, related to the route are as follows:

- 1) Access & Traffic
- 2) Environment
- 3) Pedestrian and Cycling facilities
- 4) General safety
- 5) Consultation Process

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

Issue 1: Access & Traffic

Access and traffic issues included:

- Restricted access through the bus gates, and the impacts on businesses and local traffic movements.
- Traffic diverted to other roads.
- Insufficient parking in certain places and potential removal of existing part-time on-street parking.

NTA response to issue 1:

Within the bus gates, car access will be routed to and from Kimmage Road Lower from Sundrive Cross and via existing residential estate accesses. This permeability will allow access to the residences, businesses, and amenities along Kimmage Road Lower, including the Village centre at Sundrive Cross. The proposed scheme will result in significant improvement in public transport and cycle access to these areas. A lower 30 km/h speed limit is proposed on Kimmage Road Lower within the bus gate section.

The precise impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the traffic modelling exercise, with appropriate treatment and/or mitigation measures provided where necessary. The potential residual traffic impacts of the proposed scheme have been assessed as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.

Some new full-time parking will be provided on the eastern side of Kimmage Road Lower south of Sundrive Cross. New parking facilities will also be provided on Harold's Cross Road.

Issue 2: Environment

Environmental issues included:

- Public realm proposals and impacts on property at private landings.
- Impacts for trees.
- Coordination with the proposed flood alleviation scheme at Poddle Park.

NTA response to Issue 2:

The proposed public realm works at Sundrive Cross have been scaled back and will not encroach onto private landing areas.

The removal of trees along the route has been minimised where possible and a significant number of new and replacement trees will be planted as part of the project. The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of an application for consent for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme

The proposed scheme will not encroach into Poddle Park near Kimmage Cross Roads and it will not interact with the proposed River Poddle Flood Alleviation scheme.

Issue 3: Pedestrian and Cycling Facilities

Issues raised about pedestrian and cycling facilities included:

- Retention of part-time advisory cycle lanes along Kimmage Road Lower.
- Preference for cycle tracks on Harold's Cross Road instead of the indirect quiet street route via Greenmount Lane.
- Footpath widths at several places.

NTA response to Issue 3:

The bus gate at Ravensdale Park will significantly reduce the volumes of traffic through Kimmage Road Lower such that the cycling environment will be greatly improved within a 30 km/h speed limit. There will be a short section of shared road just north of Mount Argus View junction to Harold's Cross Road and cycle symbols will be added to indicate this.

Cyclists will be offered a choice to use the Poddle Park Quiet Street route or to use the advisory cycle lanes along Kimmage Road Lower north of Ravensdale Park in the context of greatly reduced traffic.

Cycle facilities have been proposed on Sundrive Road between Blarney Park and Sundrive Cross, providing a link between the Poddle Park Quiet Street route and the CBC.

The Proposed Scheme will include cycle tracks on Harold's Cross Road instead of the indirect quiet street route via Greenmount Lane.

Where kerb realignment works are being undertaken, all footpaths shall be 2m minimum width except in extenuating circumstances and local pinch points are required.

Issue 4: General safety

Some submissions raised various concerns about safety issues including:

- Pedestrian safety concerns and traffic speeds,
- Security concerns at the proposed Stone Boat boardwalk link between Sundrive Road and Mount Argus Way.

NTA response to issue 4:

A 30kph speed limit will apply along Kimmage Road Lower which will improve safety for pedestrians and cyclists.

At the proposed Stone Boat Boardwalk link from Sundrive Road to Mount Argus public lighting will be provided to ensure public security at night.

Issue 5: Consultation Process

NTA response to issue 5:

A Third Non-Statutory Public Consultation process was arranged for late 2020 to enable further engagement by the public following the general disruption caused by the COVID-19 Pandemic and lockdown on public movements that occurred during Non-Statutory Public Consultation No.2 in March and April 2020.

3. Third Non-Statutory Public Consultation

3.1 Overview

The third non-statutory public consultation on the Kimmage to City Centre Core Bus Corridor Preferred Route Option ran between 4th November 2020 and 16th December 2020.

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

Copies of the Core Bus Corridor Preferred Route Option consultation brochure were available to the public at the Public Information Events, could be sent by post on request 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 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.

One to one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings.

In addition, visitors to the virtual consultation rooms were provided with an opportunity to request a call back from the design team to discuss the scheme.

3.2 Information Provided in Third Non-Statutory Public Consultation

Due to the continuing Covid-19 pandemic and associated Government restrictions, the third Non-Statutory Public Consultation was held largely virtually. As such, Virtual Consultation Rooms for each CBC were developed and published on the BusConnects website. These rooms provided a description of each Preferred Route from start to finish with supporting maps and included information of all revisions made, if any, since the previous rounds of public consultation as well as other supporting documents.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website and in the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Non-Statutory Public Consultation documentation provided information about the work that has been carried out as part of the BusConnects Core Bus Corridor Study.

Additional information was provided on the official BusConnects website as follows:

- Updated Information Brochure
- Draft Preferred Route Option Report
- Proposed approach to Environmental Assessment
- Draft Transport Modelling Report

3.3 Approach to Assessing the Submissions

Of the 344 submissions received in the third round of non-statutory public consultation, there were 327 submissions relating to the Kimmage to City Centre Core Bus Corridor. These submissions came from individual residents, public representatives, and local interest groups. A further 17 submissions were primarily related to other routes but were categorised by the public under the Kimmage to City Centre CBC submissions due to its proximity to these other routes. Also, 135 submissions with general comments regarding all the BusConnects Programme were assessed.

The review of the submissions commenced in December 2020 once the consultation period had closed. Most entries were digital (email), however, some paper bound entries were posted to the NTA. All submissions were entered into a database.

All submissions, including notes from meetings with impacted landowners and stakeholders, were entered into a database and assessed.

3.4 Analysis of Issues Raised by Section

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

The section attracting the most comments was Section 1, representing 54% of all comments. These comments were primarily focused on the proposed traffic diversions and increased traffic congestion, particularly along Cashel Road, Stannaway Road and also Clareville Road.

Tables 3 and 4 below show the distribution of the submissions across the various sections of the Route.

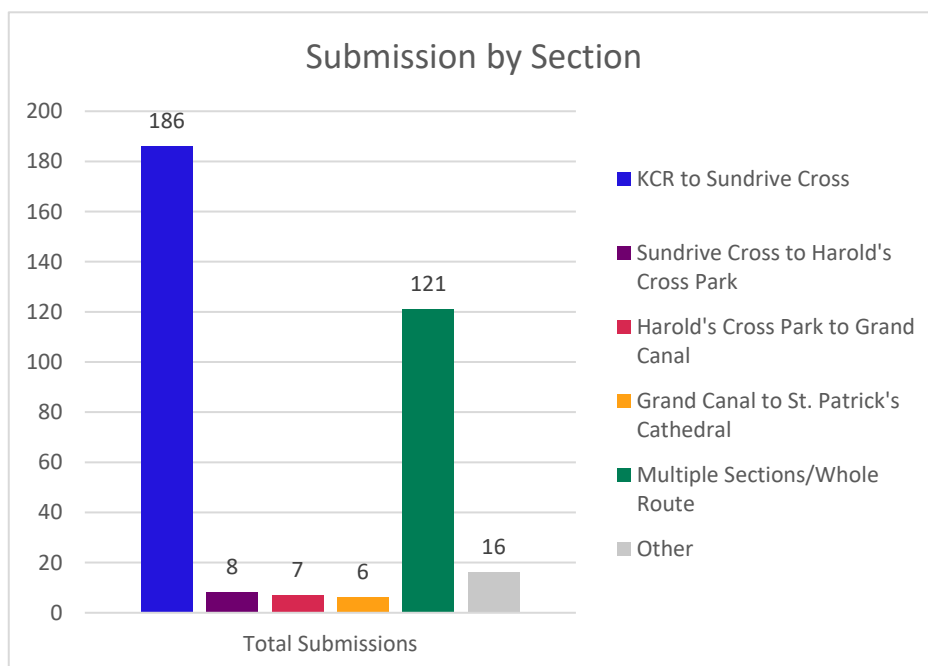


Figure 6: Distribution of Submissions by Section of Route

Table 3. Percentage of Submissions per Section of Route

	Number of Comments per Section	Percentage
Section 1 - KCR to Lower Kimmage Road / Sundrive Road	186	54%
Section 2 – Lower Kimmage Road / Sundrive Road to Harold’s Cross Park	8	2.3%
Section 3 – Harold’s Cross Park to the Grand Canal	7	2%
Section 4 – Grand Canal to St. Patrick’s Cathedral [Inside Canal]	6	1.7%
Multiple sections	121	35%
Other	16	5%
Total	344	100%

3.5 Profile of those making submissions

Of the submissions received:

- 66% were from residents of the study area or affected property owners (228 No.);
- 11% from personal interest perspectives (38 No.). These included submissions from the likes of commuters whose children attend the schools on Clareville Road, and those with businesses affected by the area.
- The remaining 23% did not provide an address as part of their submission and used a common for the submission, which objected to several routes.

3.6 Themes Raised in the Submissions

All 344 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A single submission may be categorised and summarised under multiple themes. A total of 9 main themes were identified during this review process.

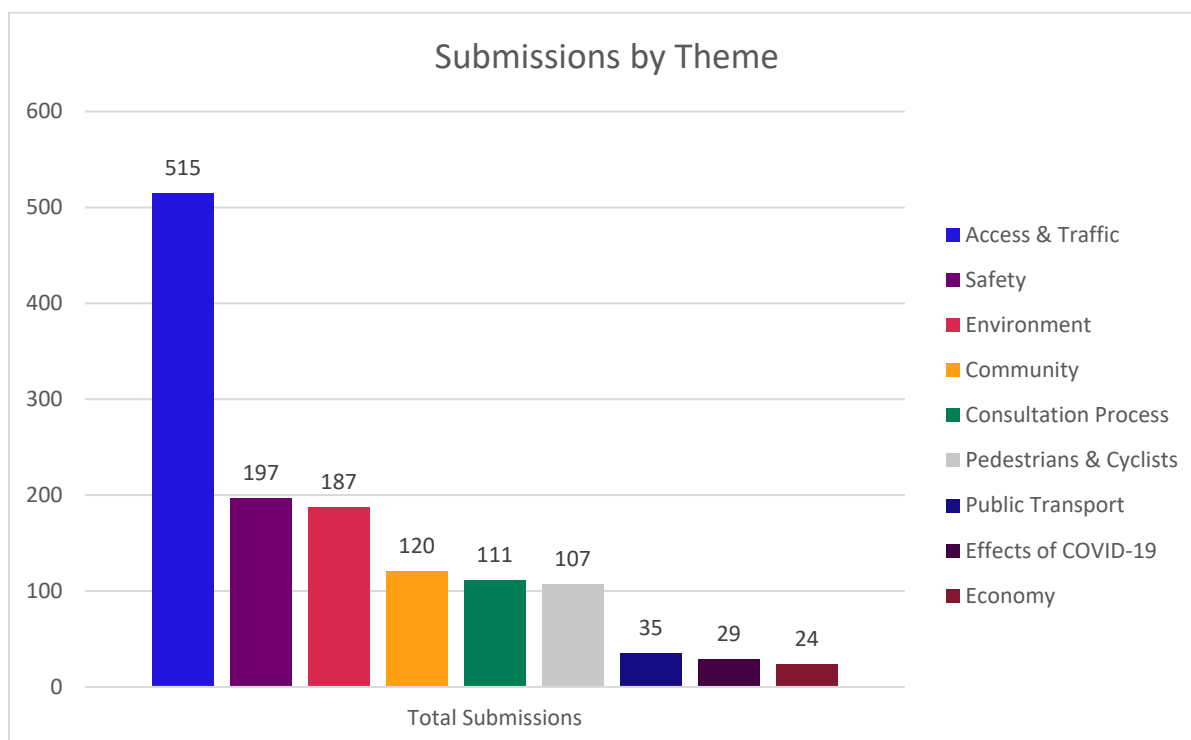


Figure 7. Number of Comments per Theme

Table 4. Number of Comments per Theme

Theme	Frequency
Access & Traffic	515
Safety	197
Environment	187
Community	120
Consultation Process	111
Pedestrians & Cyclists	107
Public Transport	35
Effects of COVID-19	29
Economy	24

Irrespective of the count or issues in the table above, all submissions were considered equally to assess the concerns of all people making responses.

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

3.7 Summary of Main Issues Raised in the Third Public Consultation

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, ranked in order of response mention, related to the route are as follows:

- 1) Access & Traffic
- 2) Safety
- 3) Environment
- 4) Community
- 5) Pedestrians and Cyclists
- 6) Public Transport
- 7) Effects of COVID-19
- 8) Economy
- 9) Consultation Process

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

Issue 1: Access & Traffic

The issues raised were:

- Traffic diversion due to the proposed bus gates and increased traffic volumes along Cashel Road and Stannaway Road to the west of the bus corridor, and at the schools on Clareville Road to the east.
- Increased journey time due to Bus Gate restrictions.
- Bus Gate location and time restrictions including for access to Mount Jerome Cemetery and Mount Argus Church.
- Traffic diversions onto local streets due to right-turn restriction onto Grove Road.

NTA Response to Issue 1:

The proposed traffic management measures on the core bus corridor, in combination with a more reliable bus service and enhanced cycle facilities will facilitate a major modal shift to public transport and will reduce through commuter traffic generally.

The proposed locations of the gates were carefully selected to limit the local impacts of traffic diversions. The proposed bus gates will generally operate on a full-time basis to protect bus priority at all times and to ensure low traffic flows where cyclists will not have segregation from traffic. The diversion distances for local traffic access are reasonably short and will only modestly increase journey times.

The northbound bus gate at the northern end of Kimmage Road Lower will operate only from 6am to 10am on weekdays, which will facilitate traffic from Mount Jerome Cemetery to head northwards to Harold's Cross Road.

At the junction with Grove Road, it is necessary to restrict the northbound right-turn to allow the bus lane to extend to the stop line for appropriate priority. Restricted traffic is expected to divert to alternative main roads rather than through the narrow local streets on the eastern side of Harold's Cross Road.

The precise impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the traffic modelling exercise, with appropriate treatment and/or mitigation measures provided where necessary. The potential residual traffic impacts of the proposed scheme have been assessed as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.

Issue 2: Safety

The issues were:

- Increased traffic for residents on diversion routes and for children during school drop-offs.
- Security concerns at the proposed Stone Boat boardwalk link between Sundrive Road and Mount Argus Way.

NTA Response to Issue 2

Suitable traffic management mitigation measures are included in the proposed scheme where appropriate to ensure the safety of pedestrians and cyclists on adjoining streets. The reduced traffic volumes and low 30 km/h speed limit will enhance safety generally along Kimmage Road Lower section of the core bus corridor. There are existing traffic calming measures in place on other roads in the area that some traffic may divert to away from the bus gate section on Kimmage Road Lower.

At the proposed Stone Boat Boardwalk link from Sundrive Road to Mount Argus public lighting will be provided to ensure public security at night.

Issue 3: Environment

The issues raised included:

- Impact on trees
- Flood alleviation scheme at Poddle Park
- Noise and air due to traffic diversions
- Visual impact at Robert Emmett Bridge

NTA Response to Issue 3:

The removal of trees along the route has been minimised where possible and a significant number of new and replacement trees will be planted as part of the project. The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of an application for consent for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.

The proposed scheme design was revised, and it will not encroach into Poddle Park near Kimmage Cross Roads.

The proposed scheme will encourage alternative transport modes to the car and will significantly reduce traffic volumes generally in the area which will lead to improved air quality and lower overall traffic noise. The EIAR will include an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in its assessment of the Proposed Scheme

At Robert Emmett Bridge the proposed footbridges will be lightweight slim structures with glass parapets to minimise the screening of the view of the existing bridge behind the new ones. The EIAR will include an assessment of potential landscape and visual of the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.

Issue 4: Community

The issues raised concerned changes to access to various amenities and to elderly family members and emergency access to schools and hospitals due to the traffic restrictions at the proposed bus gates.

NTA response to issue 4:

Access by public transport and cycling to all amenities will be greatly improved by the proposed scheme. For access by private car to locations within the proposed bus gates, access is permitted to and from Kimmage Road Lower from Sundrive Cross and via existing residential estate accesses. This permeability will allow access to the residences, businesses and amenities along Kimmage Road Lower, including the Village centre at Sundrive Cross.

Emergency access is not precluded through the bus gates, and emergency services can avail of the route through Lower Kimmage Road.

Issue 5: Pedestrians & Cyclists

The submissions raised concerns about:

- The removal of advisory cycle lanes on Lower Kimmage Road south of Sundrive Cross,
- Lack of cycle facilities on Sundrive Road and Clareville Road,
- Segregation of cyclists from traffic on the Poddle Park Quiet Street route,
- Additional pedestrian crossings requested on Kimmage Road Lower,
- Narrow footpath widths.

NTA response to issue 5:

The bus gate at Ravensdale Park will significantly reduce the volumes of traffic through Kimmage Road Lower such that the cycling environment will be greatly improved. The existing advisory cycle lanes along Kimmage Road Lower will be retained and the Poddle Park Quiet Street route will also be available for cyclists.

Cycle facilities have been proposed on Sundrive Road between Blarney Park and Larkfield Avenue, providing a link between the Poddle Park Quiet Street route and the CBC. Further improvements to cycle facilities in the area will be included through the provision of cycle lanes along Larkfield Avenue and Clareville Road.

The National Cycle Manual Guidance Graph provides best practice and internationally accepted values of traffic speed and volume for various cycle provision options. The traffic speeds and traffic volumes

along the Poddle Park Quiet Street have been assessed and are low enough not to require segregation for cyclists on the Poddle Park Quiet Street route.

With greatly reduced traffic flows along Kimmage Road Lower generally, there will be no need for additional pedestrian crossings. Pedestrian crossings will be included at the junction of Ravensdale Park. On Harold's Cross Road an additional pedestrian crossing will be provided at St. Clare's School. On Clanbrassil Street Upper an additional pedestrian crossing will be provided at Windsor Terrace on the northern bank of the Grand Canal.

Where kerb realignment works are being undertaken, all footpaths shall be 2m minimum width except in extenuating circumstances and local pinch points are required.

Issue 6: Public Transport

Preferences for Metrolink instead of BusConnects, changes to bus frequency and routing, and bus stop locations.

NTA response to issue 6:

Some people will have a preference for high capacity, high speed public transport such as LUAS and Metrolink. However, these are only viable on very high-density corridors, and buses are a more appropriate mode of transport elsewhere. The purpose of BusConnects is to improve reliability and better arrange bus routes so that there is equal access to public transport for all patrons. The issues raised for the wider public transport strategy in Dublin are outside of these proposals for the BusConnects Infrastructure Development and relate to wider public transport planning issues, such as the BusConnects Bus Network Redesign and Metrolink projects which are subject to separate public consultation processes.

BusConnects offers flexibility where higher capacity public transport modes do not, such as location of stops, frequency of stops and temporary diversion of the route if so required. The level of infrastructure required to provide a bus service is significantly less than LUAS and Metrolink. As a consequence, bus stops can be located close to specific destinations such as schools, shops, and residential areas, whereas heavy rail stations are destinations in themselves, and can be far removed from such local trip generators.

Issue 7: Effects of COVID-19

Suggestions that BusConnects is premature given future changes to commuter requirements with Working from Home being written into legislation.

NTA response to issue 7:

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the UCD Ballsbridge to City Centre corridor as an appropriate corridor for the development of a CBC. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.

The potential long-term impact of COVID-19 on mobility patterns are still emerging, however, the need for a high-quality bus network system will remain a critical element of our transport network. Facilitating walking and cycling will also be vital in adapting to potential changes to mobility patterns as a result of the pandemic.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.

Issue 8: Economy

Effect on businesses due to Bus Gate limited access and patron's ability to get to these businesses.

NTA response to issue 8:

Within the bus gates, car access is permitted to and from Kimmage Road Lower from Sundrive Cross and via existing residential estate accesses. This permeability will allow access to the residences, businesses and amenities along Kimmage Road Lower, including the Village centre at Sundrive Cross.

The proposed scheme will result in significant improvement in public transport and cycle access to these areas.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the Proposed Scheme.

Issue 9: Consultation Process

Virtual consultation process precluded a certain cohort of residents from engaging, suggestions the non-statutory consultation was in breach of the Aarhus Convention.

NTA response to issue 9:

A Third Non-Statutory Public Consultation process was arranged for late 2020 to enable further engagement by the public following the general disruption caused by the COVID-19 Pandemic and lockdown on public movements that occurred during Non-Statutory Public Consultation No.2 in March and April 2020.

A statutory public consultation will be undertaken as required by the Aarhus Convention, as part of the formal planning process that is required to obtain consent for the proposed scheme.

4. Summary of Second and Third Public Consultations

The issues raised in the Second and Third Non-Statutory Public Consultations are combined in the following summary list.

Second Non-Statutory Public Consultation key issues:

- 1) Access & Traffic
- 2) Environment
- 3) Pedestrian and Cycling facilities.
- 4) General safety
- 5) Consultation Process.

Third Non-Statutory Public Consultation key issues:

- 1) Access & Traffic
- 2) Safety
- 3) Environment
- 4) Community
- 5) Pedestrians and Cyclists
- 6) Public Transport
- 7) Effects of COVID-19
- 8) Economy
- 9) Consultation Process

APPENDIX A - Summary of issues raised per section of route for both 2nd and 3^d Consultations

Section 1 – Kimmage Cross Roads to Sundrive Cross



Main comments noted:

Transport / Traffic:

- Traffic diverted to other roads,
- Access through bus gate,
- Bus Gate location and time restrictions
- Impact for businesses and local traffic restrictions
- Parking.

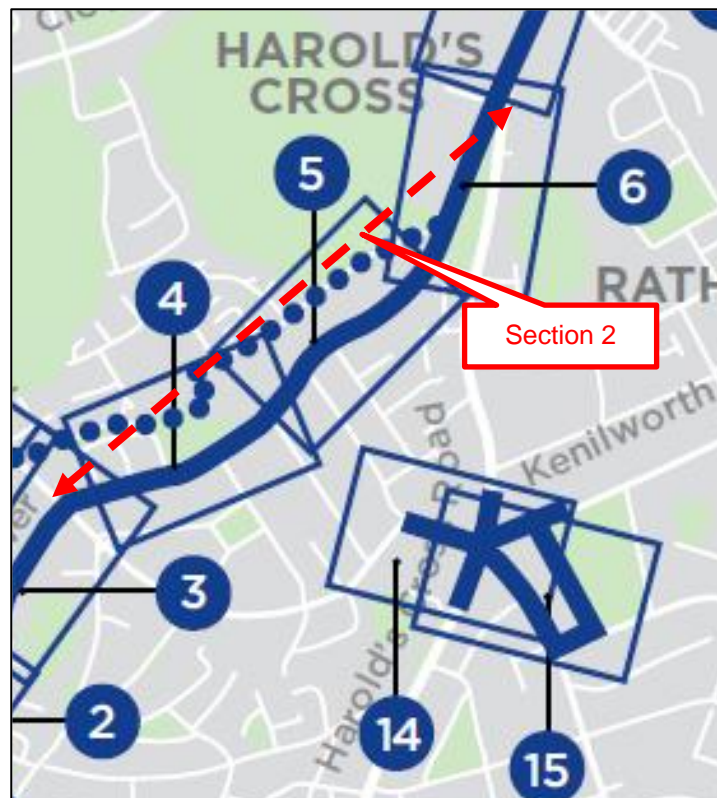
Environment:

- Coordination with the flood alleviation scheme at Poddle Park:
- Impact for trees
- Public realm proposals at private landing areas

Pedestrian and Cycling facilities:

- Cycle lanes on Kimmage Road Lower.
- Width of footpaths.
- Traffic speed on Kimmage Road Lower and safety for pedestrians and cyclists.

Section 2 – Sundrive Cross to Harold’s Cross Park



Main comments noted:

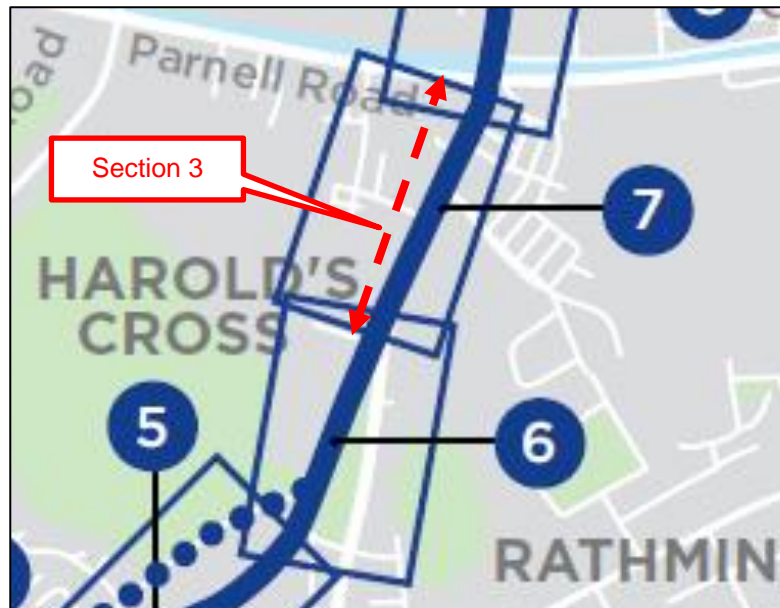
Transport / Traffic:

- Traffic diverted to other roads,
- Access through bus gate to Mount Jerome Cemetery and Mount Argus Church.

Pedestrian and Cycling facilities:

- Cycle lanes on Kimmage Road Lower.
- Proposed new pedestrian and cycle route at the Stone Boat Boardwalk linking Sundrive Road to Mount Argus.
- Traffic speed on Kimmage Road Lower and safety for pedestrians and cyclists.

Section 3 – Harold’s Cross Park to Grand Canal



Main comments noted:

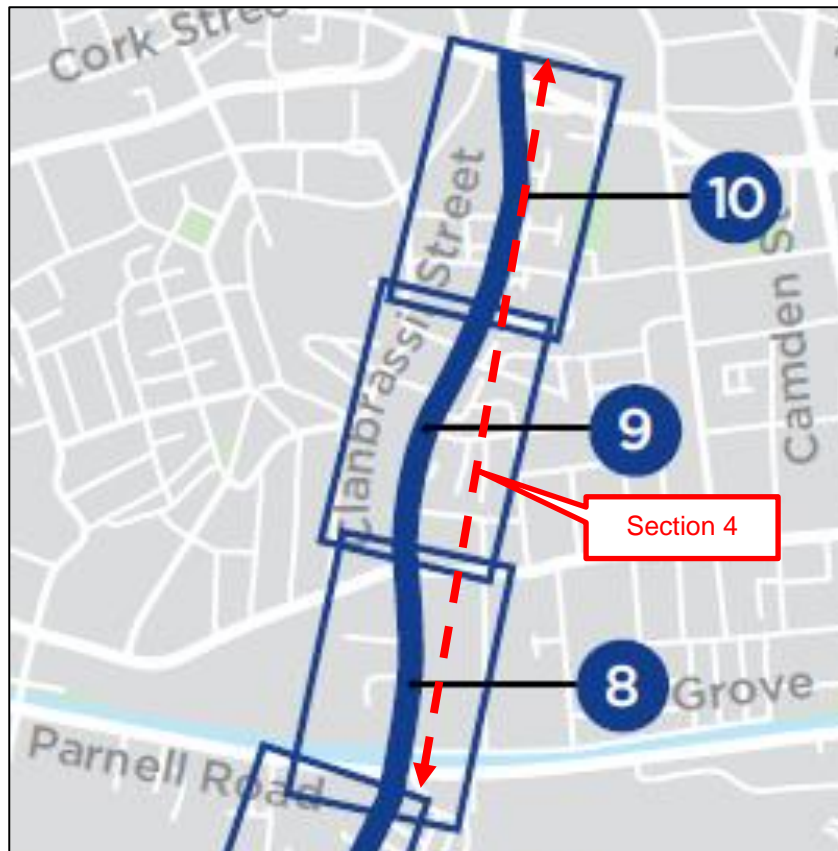
Transport / Traffic:

- Parking.
- Traffic diversions onto local streets due to right-turn restriction onto Grove Road.

Pedestrian and Cycling facilities:

- Cycle tracks on Harold’s Cross Road rather than cycle route via Greenmount Lane.

Section 4 – Grand Canal to Patrick Street



Main comments noted:

Environment:

- Visual impact at Robert Emmett Bridge