

Appendix C
Public Consultation
Submission Report
– 2nd and 3rd
Non-Statutory
Public Consultation

Appendix C: Public Consultation Submission Report – 2nd and 3rd Non-Statutory Public Consultation

Clongriffin to City Centre Core Bus Corridor Preferred Route Option

Second and Third Public Consultation Submissions Summary Report

September 2021

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1. Executive Summary

1.1 Objective 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.

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:

“In 2018, we first unveiled our plan to deliver continuous bus priority along Dublin’s busiest bus corridors and high-quality cycling facilities. Through extensive public consultation and direct engagement with communities across the region, we’ve been able to pinpoint areas of concern along each of the sixteen routes.

“We have responded constructively to the issues raised and have put forward alternative proposals that help to mitigate many of these challenges raised by the public. This has helped to dramatically reduce the number of properties that will be impacted and to work with communities to create new public realms across the city.

“Considerable emphasis has been given to meeting the needs of the increasing number across the city choosing to cycle to work and college. We’re proposing modern infrastructure that will provide new options for children and their families to be able to cycle safely both between, and within, their local communities.

“I’m confident that the revised routes will greatly improve journey times and most importantly will reduce CO2 emissions by having more people move from their car and onto the bus. We are also moving forward to creating a fleet of low emissions vehicles with half of the fleet due to be converted to low emission buses by 2023.

“Although we are aware that a project of this scale and investment will bring challenges, BusConnects is needed now more than ever. With our cities growing, continuous bus priority and more cycle lanes will be needed to create a sustainable public transport system fit for the future. “I would invite the people of Dublin to share their views on the Preferred Route Options in the coming weeks “

The following twelve CBCs form part of the BusConnects CBC Infrastructure works::

1. The Clongriffin to City Centre Core Bus Corridor Scheme;
2. The Swords to City Centre Core Bus Corridor Scheme;
3. The Ballymun / Finglas to City Centre Core Bus Corridor Scheme;
4. The Blanchardstown to City Centre Core Bus Corridor Scheme;
5. The Lucan to City Centre Core Bus Corridor Scheme;
6. The Liffey Valley to City Centre Core Bus Corridor Scheme;
7. The Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme;
8. The Kimmage to City Centre Core Bus Corridor Scheme;
9. The Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme;
10. The Bray to City Centre Core Bus Corridor Scheme;
11. The Belfield / Blackrock to City Centre Core Bus Corridor Scheme; and
12. The Ringsend to City Centre Core Bus Corridor Scheme.

The 12 stand-alone Core Bus Corridor Schemes to be delivered under the CBC Infrastructure Works are shown in Figure 1.

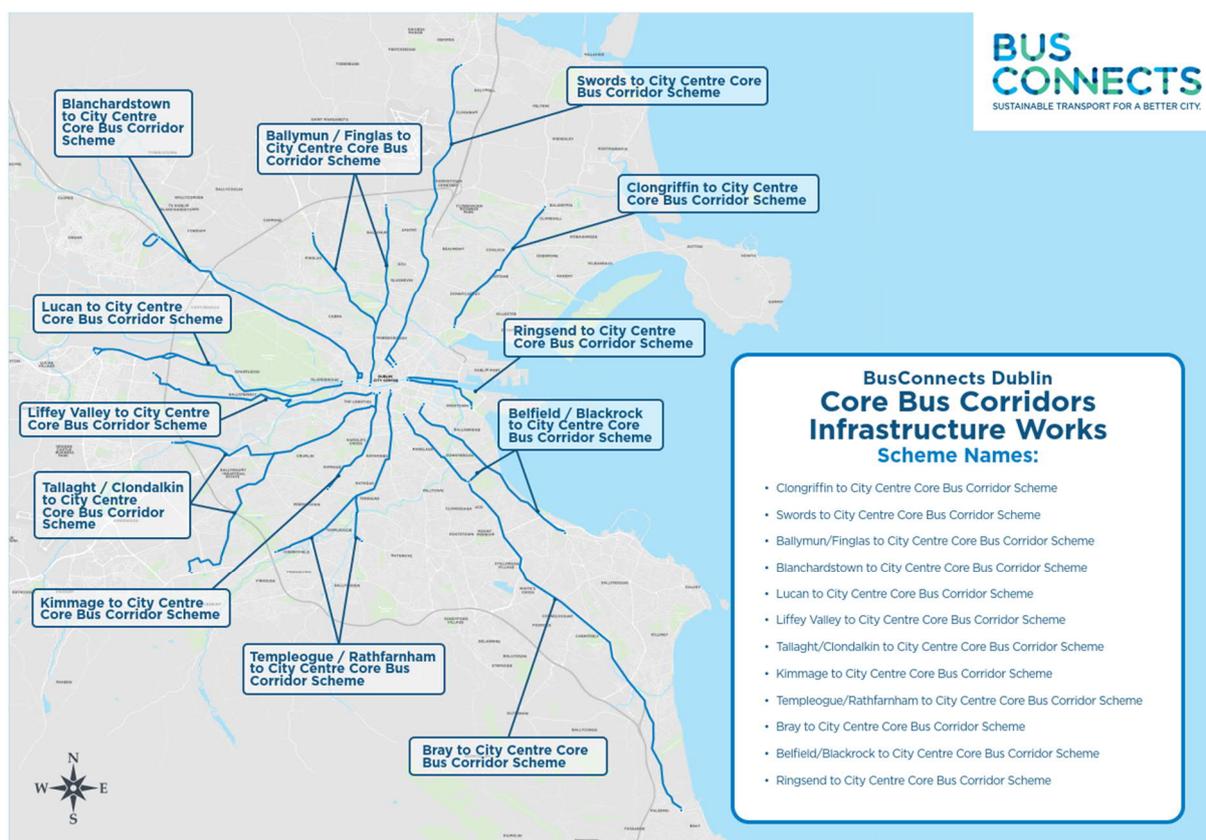


Figure 1: Core Bus Corridor Infrastructure Works

1.3 First Public Consultation

The first round of consultations on the Emerging Preferred Route ran from November 2018 to March 2019, and the output from these 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.

91 submission were received as part of the first consultation. The Emerging Preferred Route Public Consultation Report is located here <https://busconnects.ie/media/1928/01-clongriffin-to-city-centre-report-on-cbc-public-consultation.pdf>.

Key issues Raised included:

- Disability Access
- Noncompliance with Design Standards
- Cyclist Safety
- Pedestrian Safety
- Driver Safety
- Environmental Issues
- Local Heritage Concerns
- Malahide Road Access
- Marino/ Fairview Diversion
- Loss (property value, revenue, loss of function / parking, future planning gain etc.)
- Suggestions and New Ideas

1.4 Second Public Consultation

The second round of public consultation for the Bus Connects Core Bus Corridor Project took place from the 10th 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.

30 submission were received as part of the section public consultation. A summary of the key issues raised during the second public consultation are outlined below.

- Disability Access
- Noncompliance with Design Standards
- Pedestrian Safety
- Driver Safety
- Cyclist Safety
- Environmental Issues
- Local Heritage Concerns
- Malahide Road Access
- Haverty Road Design
- Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- Suggestions and New Ideas

Separately, a number of responses also made some alternative proposals.

1.5 Third Public Consultation

The NTA launched the third round of 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 December 2020.

The third round of 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 take into account feedback received by the public in the previous consultation 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.

There were 150 submissions received as part of the Clongriffin to City Centre Core Bus Corridor public consultation. A summary of the key issues raised during the third public consultation are outlined below.

- Disability Access
- Pedestrian Safety
- Driver Safety
- Cyclist Safety
- Environmental Issues
- Local Heritage Concerns
- Social Impact
- Haverty Road Design
- Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- Suggestions and New Ideas

1.6 Summary of the Public Consultations

Overall, throughout the 3 Public Consultation events, the NTA received 271 submissions over which 649 comments were made. Table 1 breaks down the topics that were discussed in these comments.

Table 1: Themes and frequency associated with public consultation comments

Theme	Public Consultation 1	Public Consultation 2	Public Consultation 3	Totals
Accessibility/ Traffic Impact	48 comments	22 comments	38 comments	108 comments
Pedestrian and Driver Safety	22 comments	16 comments	57 comments	95 comments
Cyclist Safety	41 comments	14 comments	54 comments	109 comments
Suggestions and New Ideas	38 comments	16 comments	123 comments	177 comments
Environmental Sustainability	22 comments	11 comments	37 comments	70 comments
Land use	18 comments	6 comments	7 comments	31 comments
Social Impact	25 comments	0 comments	5 comments	30 comments
Heritage	6 comments	7 comments	3 comments	16 comments
Economy	5 comments	0 comments	0 comments	5 comments
Public Consultation Process	0 comments	8 comments	0 comments	8 comments
				649 comments

Further comments were also received from community forums and resident's meetings where issues raised were taken into account during the design of the scheme.

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 public consultation on the Clongriffin to City Centre Core Bus Corridor Preferred Route Option ran between 10th of March 2020 and 17th April 2020. A public information event relating to the CBC was to be held in the Bonnington Hotel on Wednesday 11 March 2020 from 11:30am to 7:30pm

However, during the period of Consultation, the COVID-19 pandemic interrupted the public consultation from 12 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 further 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.

Every property owner potentially affected by the proposals was 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.

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, 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 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.

2.2 Information Provided for the Second Public Consultation

Information on the public consultation process was published in major print media from 5 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 4 March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5 March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18 March 2020 due to COVID-19.

The CBC Information Brochure was available for downloading from the National Transport Authority's (NTA's) BusConnects website (<https://busconnects.ie>), and hard copies could be sent by post on request, or for pickup at the NTA Office reception. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Public Consultation documentation provided information about the process and investigations carried out as part of the BusConnects CBC Infrastructure Works. Additional information was provided on the official BusConnects website:

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

The additional supporting information on the website included:

- BusConnects Dublin Core Bus Corridor Projects, Corridor 1 – Clongriffin to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Clongriffin to City Centre CBC - Route Selection Report
- Clongriffin to City Centre CBC - Concept Design Drawings
- Appendix A - MCA Tables
- Appendix C - Technical Note on Junctions
- Appendix D - Junction modelling report
- Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Public Consultation November 2018 Information Brochure

2.3 Approach to Assessing the Submissions

The review of the submissions commenced in May 2020. 30 submissions were received by the NTA when the consultation period closed on the 17th of April 2020. 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 corridor was divided into sub-sections and the issues raised in each submission were entered and categorized in the database by geographical section, by issues type and by comment type. Section 7 is not included in the NTA's design of the Clongriffin to City Centre Route.

There was a total of 30 email submissions received by the NTA on the Clongriffin to City Centre route with 100 comments received. Of the 30 submissions received, 5 submissions featuring 28 comments came from the General category that directly referenced the Clongriffin to City Centre route. These submissions are documented in this report in the Appendices. Also, 8 submissions featuring 14 comments arrived after the closing date have also been included in this report.



Figure 2: Clongriffin to City Centre Corridor Map

Table 2 and 3 below show the distribution of the submissions with comments across the various sections of the scheme:

Table 2: Distribution of Comments by Section on during Public Consultation 2

	Number of Comments	Percentage
Section 1: Clongriffin DART Station	2	2%
Section 2: Belmayne to Coolock	9	9%
Section 3: Coolock to Artane	9	9%
Section 4: Artane Junction	1	1%
Section 5: Donnycarney	22	22%
Section 6: Marino/ Fairview Diversion	40	40%
General: Whole Route	17	17%
Total assessed to-date	100	100%

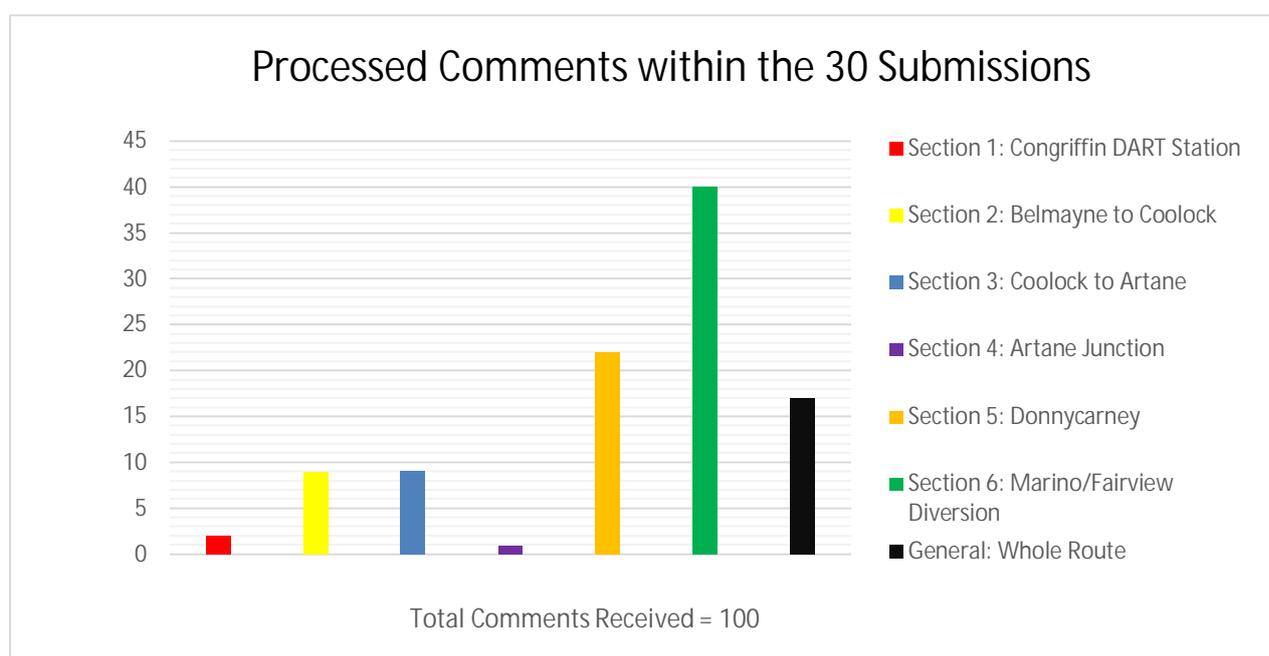


Figure 3: Distribution of Comments by Section on for Public Consultation 2

2.5 Profile of Those Making Submissions

Of the 30 individual submissions received:

- 77% were from residents of the study area and typically referred to local matters;
- 13% from corporations outlining general matters related to the project;
- 3% of the submissions were received from Representative bodies/Associations and they addressed mainly community-focused issues;
- 3% of the submissions were received from Resident Associations and typically referred to local matters;
- 3% of the submissions were from Public Representatives on behalf of their constituents addressing local matters and issues over the whole route.

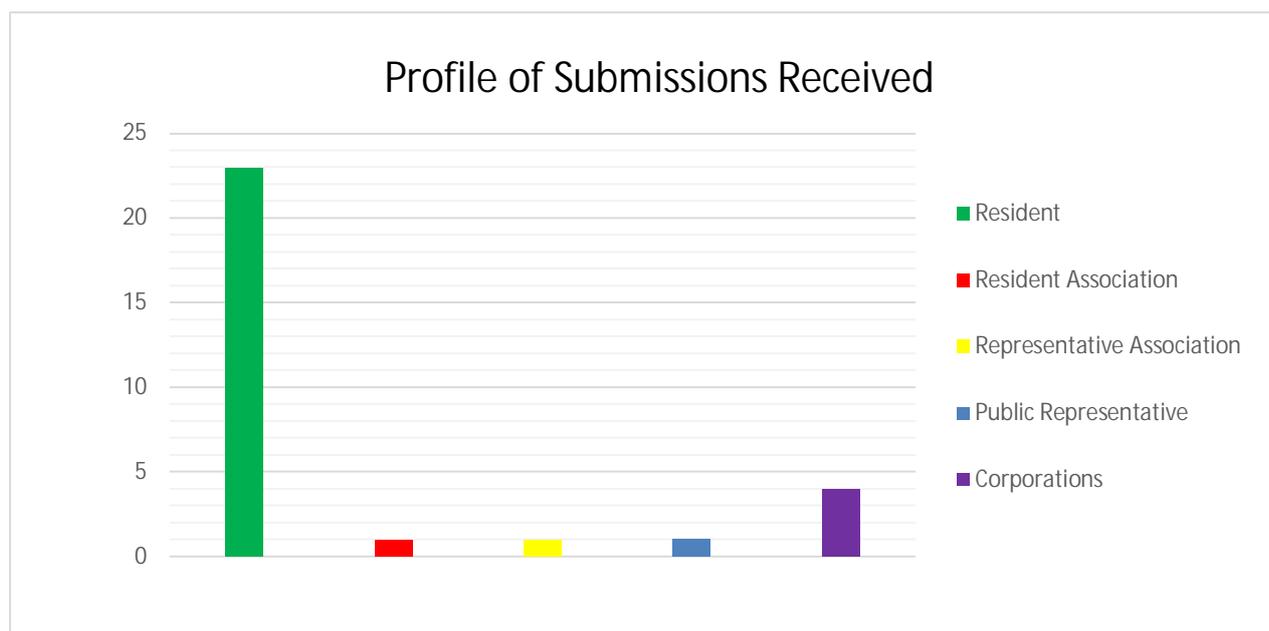


Figure 4: Profile of submissions received during Public Consultation2

2.6 Themes Raised in the Submission

All 30 of the submissions received by the NTA were reviewed and the issues raised were categorized, summarized and analysed. A total of 8 main themes were identified during this review process.

Table 3: Themes and frequency associated with public consultation comments.

Theme	Frequency
Accessibility/ Traffic Impact	22 comments
Pedestrian and Driver Safety	16 comments
Suggestions and New Ideas	16 comments
Cyclist Safety	14 comments
Environmental Sustainability	11 comments
Public Consultation Process	8 comments
Heritage	7 comments
Land Use	6 comments

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

2.7 Summary of the Main Issues Raised

The purpose of the non-statutory public consultation exercise was to ensure the proposed project is as good as it can possibly be. In this regard, what was most important to the NTA was identifying the issues, as opposed to how many submissions were received on the issue.

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

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

- 1) Disability Access
- 2) Noncompliance with Design Standards
- 3) Pedestrian Safety
- 4) Driver Safety
- 5) Cyclist Safety
- 6) Environmental Issues
- 7) Local Heritage Concerns
- 8) Malahide Road Access
- 9) Haverty Road Design
- 10) Loss (property value, revenue, loss of function / parking, future planning gain etc.);
- 11) Suggestions and New Ideas

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

2.7.1 Issue 1: Disability Access

Disability access has been raised as an issue in multiple submissions. It was prevalent for properties along the Malahide Road where land take is taking place. This loss of land will impact parking and hamper the mobility in relation to getting into and out of cars and houses. There has also been a request for the provision of a ramp as part of driveway reinstatements.

NTA Response to Issue 1:

Disability Access will be considered and provided in line with current NTA thinking and design standards, where required and safe for all vulnerable road users.

At the detailed design stage, the NTA will review proposed land acquisition with respect to its impact on parking within private properties. Based on the submissions received the impact on public parking and loading has been reviewed, particularly within village and residential areas, with alternative options developed where feasible to minimise and/or mitigate any impact on local business owners, residents and community members. The current scheme proposal has reduced the impact on parking when compared to the Emerging Preferred Route published in February 2019.

2.7.2 Issue 2: Noncompliance with Design Standards

Concerns were expressed as to whether the design conformed with European Guidelines and toxic emissions.

NTA Response to Issue 2:

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. The designs are preliminary in nature and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

2.7.3 Issue 3: Pedestrian Safety

The wait time at the multistage pedestrian crossings is an issue. The Malahide Road already has high levels of traffic and it is hostile for children and elderly people crossing the street these plans could make it more unsafe for pedestrian users. Donnycarney village is home to many senior citizens who are less agile, so wide footpaths and ramps are needed. Proposed footpath slopes are too steep, and steps are not suitable for such demographic.

A concern was raised of the proposed boundary wall at the Pinebrook and St. David's estate in the interest of public safety.

A corporation stated their preference for pedestrian crossing to be run rather than staggered.

For Maps 18-19, a concern was raised about how narrow the footpaths were.

A resident expressed their concerns of a risk of conflict between cyclists and people waiting at the bus stop near Malahide Road / St Brendan's Drive.

NTA Response to Issue 3:

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with road user safety forming a central pillar of these standards.

Minimum width for footpaths in-line with design standards will be provided in areas with low space available. Footpath access, height, slopes, steps and width will vary throughout, considering the demographic and traffic in the area, all the while keeping the designs in line with design standards and current NTA thinking.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

2.7.4 Issue 4: Driver Safety

Malahide Road is very busy and congested. The proposal to widen it and increase the amount of road users (pedestrians, cyclists and motorists) has the potential to lead to more accidents. On Malahide Road outside the Artane Cottages, there have been many incidents over the past few years; residents feel these may increase with a higher amount of traffic and road users. There were submissions for Malahide Road residents regarding their safety while entering and exiting their properties directly onto the busy carriageway.

NTA Response to Issue 4:

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with road user safety forming a central pillar of these standards.

The amount of rat-running through Marino will be reduced by blocking the road at Haverty Road, which will create a quieter street which will be more welcoming to residents and cyclists passing through the area. In addition, the layout has been altered at Artane Cottages to move the widening away from the cottages to the other side of the road by making use of existing green area that was not previously used.

The final designs will be rigorously assessed against all relevant design standards. Appropriate Road User Audits and Road Safety Audits will be carried out to ensure good visibility and safety to all road users.

2.7.5 Issue 5: Cyclist Safety

Cyclist Safety was flagged many times in the submissions as an area of concern. The cycle track appears to disappear at various segments of the route, one such location being Clongriffin Station. Proposed cycle lanes are shown without the provision of a verge/ buffer between the cycle lane and the carriageway. Such measures improve the attractiveness for cyclists with experience and confidence. There are instances where bus stop bypasses are not provided. Cycle lanes should cross side streets and minor roads via a raised table and should have priority over vehicular traffic.

Concerns were raised for the safety of cyclists at the following junctions: Clarehall Avenue/ Malahide Road, Blunden Drive/ Malahide Road, the Artane Junction, and Tonlegee Road/ Malahide Junction. A Dutch-Style Junction should be considered at these locations to ensure safety for all road users.

NTA Response to Issue 5:

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.

Proposed Designs will be revised in line with current NTA thinking and likely new published NTA standards.

Continuous cycle lanes will be provided wherever enough space is available between existing building/property lines. Isolated cycle lanes shall also be considered in the design process whenever possible.

Majority of junctions in the revised designs are now protected junctions. Protected junctions with re-designed signal cycles can increase safety for cyclists using junctions, as well as reducing overall times for all road users.

2.7.6 Issue 6: Environmental Issues

Residents were concerned regarding the loss of trees and greenery along the full route. Noise and air pollution were also concerns.

A submission was also received questioning the compliance of the scheme to European Guidance on Toxic Emissions.

NTA response to Issue 6:

The NTA recognizes the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this must be balanced against the requirement to provide sustainable means of moving people around the city-region. Under the BusConnect 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 NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. In this regard, should the scheme progress, a full planting scheme will be designed and included as part of the project. The planning scheme will be designed to optimize the public realm and environmental benefits, while minimizing the maintenance requirement and the impact on public lighting. Where possible any trees that need to be removed will either be replanted or replaced with more new trees nearby. The potential impacts of the proposed scheme, including noise impact, 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 their assessment of the scheme.

2.7.7 Issue 7: Local Heritage Concerns

Residents feel that the impact of land take on listed properties driveways and front gardens may impact the aesthetics of the dwellings. There are concerns in regarding the impact of works on houses built circa 1850 and the foundations of Victorian Houses along Malahide Road. Planting trees in various locations were also suggested.

NTA response to Issue 7

In order to deliver a network of effective Core Bus Corridors, the retrofitting of new bus and cycle lanes to existing constrained urban streets is required. The NTA consider land take to be a last resort in the development of its schemes. However, provision for the more sustainable modes of transport (bus, bicycle, etc.) requires that protective space is dedicated to these modes, to ensure continuity, reliability and safety.

The impact on properties' boundaries and foundations have been further assessed and amended. It is noted that the current preferred design on Malahide Road identifies no likely impact to property foundations along this section.

The road alignment proposals along the entire route have been reviewed further as part of the design development, to ensure any land take proposed is necessary to achieve the objectives of the BusConnects scheme and that the locations and extent of land take has been minimized.

The Donnycarney Memorial Clock is to remain in its current location and the area around it is to be enhanced as part of our urban design proposals which will form part of the An Bord Pleanála application in the future.

2.7.8 Issue 8: Malahide Access Road

There have been several concerns raised by residents about access from their homes out onto the Malahide Road.

A homeowner has expressed their concern of having to cross a bus lane with access for cyclists and taxis.

Another homeowner has expressed their concerns that they will not have enough room to manoeuvre their vehicle in the driveway in order to safely access the Malahide Road

NTA response to Issue 8

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes. In addition, the bus stop locations were reviewed, and it is now recommended that they are retained in the same locations as proposed.

Road access will be designed in line with design standards. Reducing access to Malahide road will only be considered after carrying out extensive traffic surveys and volume counts.

The potential impacts of the proposed scheme, including traffic impact, will be fully quantified as part of the 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.

2.7.9 Issue 9: Haverty Road Design

A number of residents were satisfied with the Haverty Road design at St. Aidan's Park

NTA response to Issue 9

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.

The alternative cycle route is being proposed along Brian Road, Carleton Road and Haverty Road in lieu of staying on Malahide Road. After taking into account the safety and convenience of all road users as well as the residents of the area it is proposed to close Haverty Road for vehicular traffic at St Aidan's Park, provision will be made to allow emergency vehicles to use the junction.

2.7.10 Issue 10: Loss (property value, revenue, loss of function/ parking, future planning gain etc.)

Loss of land in front gardens and driveways is of concern to many residents along the route. Many requests for remedial works such as: new front walls, triple-glazed window, new front door, driveway to be re-laid, sufficient internal and/or external insulation to eliminate noise pollution, new roofing tiles. Residents are concerned about the loss of property value due to Compulsory Purchase Order (CPO) and take and the proximity of the carriageway. As mentioned previously in Issue 7, the public are concerned with the loss of heritage and character to their local area. Many bus passengers are concerned about the loss or diversion of their bus service. Local business may lose parking adjacent to their property which could affect their business.

NTA response to Issue 10

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. Should a CPO be required, this process will fairly assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls.

The potential impacts of the proposed scheme will be fully quantified as part of the 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.

It is noted that the NTA strongly believes that the proposed scheme will also have significant positive benefits to the surrounding areas, including residential properties, through the delivery of a reliable, attractive public transport corridor serving these areas.

All efforts will be taken to accurately compensate the public in case of CPO land takes. Every effort shall be undertaken to minimize any impact on heritage sites with minimum possible disruptions.

2.7.11 Issue 11: Suggestion

The provision of verges between cycle facilities and in the centre of the carriageway along Malahide Road were suggested to provide a safety buffer for cyclists and pedestrians. Many different suggestions were put forward to reduce the time taken to travel to the City Centre. Various other new ideas were put forward for this route which are noted in Appendix B.

A resident proposed several suggestions of relocating the proposed bus stop at the Killester Avenue junction due to the proposed bus stop impeding with his access to Malahide Road.

New suggestions were also raised for the safety of sight impaired pedestrians. These suggestions discussed the possibility of improving access/egress safety to the Stop Waiting Area by diverting the cycle lanes.

A corporation requested the provision of extended hours services and 24/7 services wherever possible.

NTA response to Issue 11

The overall aim of BusConnects is to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200kms of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. Core Bus Corridor 1 Clongriffin to City Centre is one of these and if successfully implemented will address the suggestions made concerning the frequency and capacity of bus services.

Central verges are incorporated in the revised drawings wherever adequate space is available.

After taking into account the safety and convenience of all road users as well as the residents of the area it is proposed to close Haverty Road for vehicular traffic at St Aidan's Park, provision will be made to allow emergency vehicles to use the junction.

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes.

3 Third Public Consultation

3.1 Overview

The third public consultation on the Clongriffin to City Centre Core Bus Corridor Preferred Route Option ran between 4th November 2020 and 16th December 2020. Furthermore, due to the Covid-19 restrictions, an online virtual room was created for members of the public to take part in the consultation.

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 CBC PRO consultation brochure were available to the public via the BusConnects website, could be sent by post on request, and were available for download from the Virtual Consultation Room. 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 the Third Public Consultation

Due to the continuing Covid-19 pandemic and associated Government restrictions, the third 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 (<https://busconnects.ie>) and in the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The 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:

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

The additional supporting information on the website included:

- Draft Preferred Route Option Report – November 2020
- Proposed Approach to Environmental Assessment – November 2020
- Draft Transport Modelling Report – November 2020
- BusConnects Dublin Core Bus Corridor Projects, Corridor 1 – Clongriffin to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Clongriffin to City Centre CBC - Route Selection Report
- Clongriffin to City Centre CBC - Concept Design Drawings
- Appendix A - MCA Tables
- Appendix C - Technical Note on Junctions

- Appendix D - Junction modelling report
- Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Public Consultation November 2018 Information Brochure
- Clongriffin to City Centre Core Bus Corridor Emerging Preferred Route Public Consultation March 2020 Information Brochure
- Traffic Count Data 2019 - 2020

3.3 Approach to Assessing the Submissions

The review of the submissions commenced in December 2020. 150 submissions were received by the NTA for the Clongriffin to City Centre PRO when the consultation period closed on the 16th of December 2020. 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

3.4 Analysis of Issues Raised by Section

The corridor was divided into the sub-sections, and the issues raised in each submission was entered and categorized in the database by geographical section, by issues type and comment type. Section 7 is not included in the NTA's design of the Clongriffin to City Centre Route. There was a total of 150 email submissions received by the NTA on the Clongriffin to City Centre route with 324 different comments received.

Table 4 and 5 below show the distribution of the submissions with comments across the various sections of the scheme:

Table 4: Distribution of Comments by Section during Public Consultation 3

	Number of Comments	Percentage
Section 1: Clongriffin DART Station	6	1.85%
Section 2: Belmayne to Coolock	22	6.79%
Section 3: Coolock to Artane	27	8.33%
Section 4: Artane Junction	10	3.09%
Section 5: Donnycarney	24	7.41%
Section 6: Marino/ Fairview Diversion	34	10.49%
General: Whole Route	201	62.04%
Total assessed to-date	324	100%

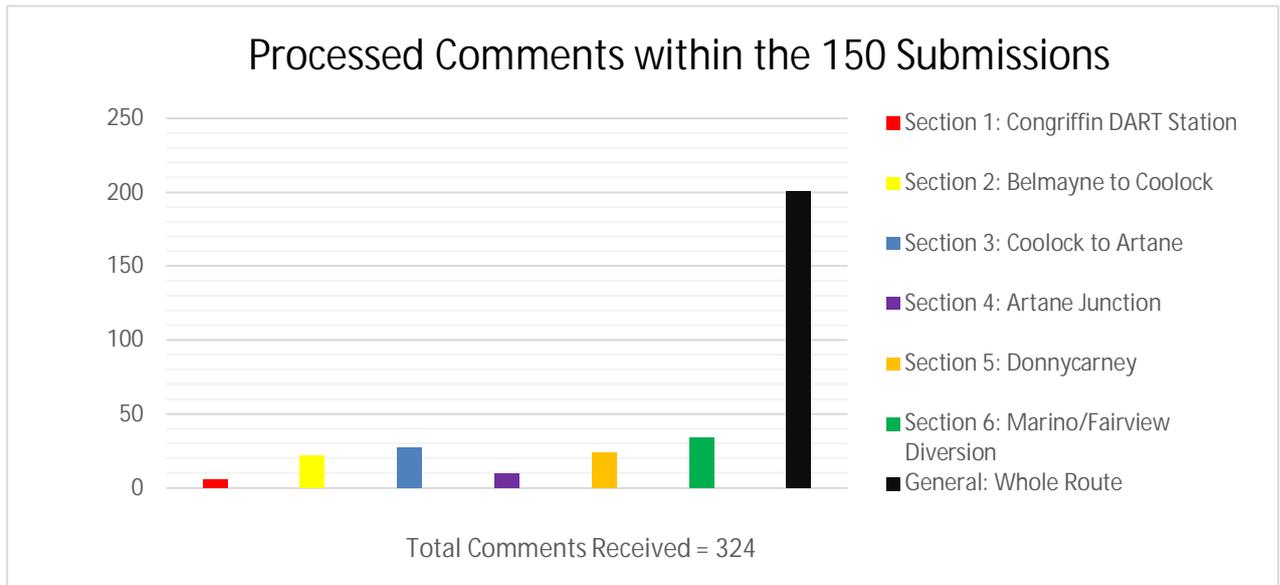


Figure 5: Distribution of Comments by Section on for Public Consultation 3

3.5 Profile of Those Making Submissions

Of the 150 individual submissions received:

- 76.00% of the submissions were from residents of the study area and typically referred to local matters;
- 4.00% of the submissions from corporations outlining general matters related to the project;
- 11.33% of the submissions were received from Representative bodies/Associations and they addressed mainly community-focused issues;
- 1.33% of the submissions were received from Resident Associations and typically referred to local matters
- 7.34% of the submissions were from Public Representatives on behalf of their constituents addressing local matters and issues over the whole route.

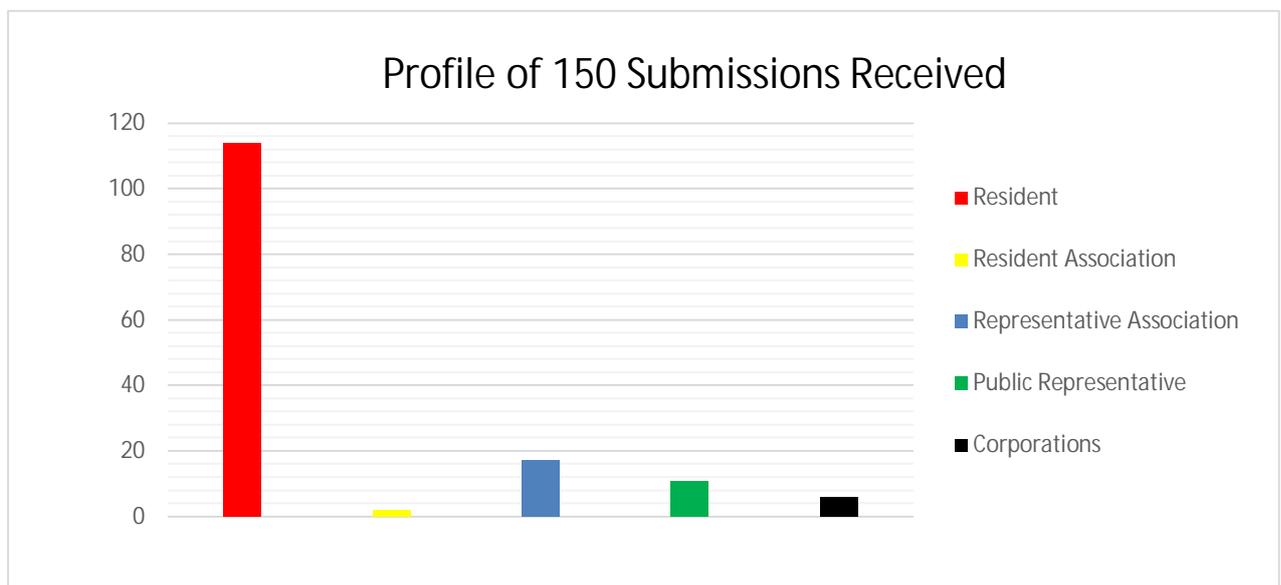


Figure 6: Profile of Submissions Received for Public Consultation 3

3.6 Themes Raised in the Submission

All 150 of the submissions received by the NTA were reviewed and the issues raised were categorized, summarized and analysed. A total of 8 main themes were identified from the 285 comments received during this review process.

Table 5: Themes and frequency associated with public consultation comments.

Theme	Frequency
Accessibility/ Traffic Impact	38 comments
Pedestrian and Driver Safety	57 comments
Suggestions and New Ideas	123 comments
Cyclist Safety	54 comments
Environmental Sustainability	37 comments
Heritage	3 comments
Social Impact	5 comments
Land Use	7 comments

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

3.7 Summary of the Main Issues Raised

The purpose of the non-statutory public consultation exercise was to ensure the proposed project is as good as it can possibly be. In this regard, what was most important to the NTA was identifying the issues, as opposed to how many submissions were received on the issue.

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

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

- 1) Disability Access
- 2) Pedestrian Safety
- 3) Driver Safety
- 4) Cyclist Safety
- 5) Environmental Issues
- 6) Local Heritage Concerns
- 7) Social Impact
- 8) Haverly Road Design
- 9) Loss (property value, revenue, loss of function / parking, future planning gain etc.)
- 10) Suggestions and New Ideas

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

3.7.1 Issue 1: Disability Access

Disability access has been raised as an issue in multiple submissions. The most common issue raised was the distance between bus stops, causing concern amongst people with disabilities of the distance they would need to travel to get a bus. Concerns were also raised over island sizes, that they were not large enough for wheelchair users. Further concerns for visually impaired people gaining travelling to bus islands where cycle lanes are present.

NTA Response to Issue 1:

Disability Access will be considered and provided in line with current NTA thinking and design standards, where required and safe for all vulnerable road users.

3.7.2 Issue 2: Pedestrian Safety

The multistage pedestrian crossing was again an issue in this public consultation window. Concerns over OAPs, schoolchildren and the disabled having to cross multi lane traffic were raised.

A point was raised over the 50mm upstand, believing it would be hazardous to both cyclists and pedestrians. Hedges were suggested as an alternative.

A resident raised the point that with all the bus lanes, cycle tracks and other features, that the routes can become complicated for schoolchildren and pose safety risks.

Pedestrian safety along Haverty Road was also a concern

NTA Response to Issue 2

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

3.7.3 Issue 3: Driver Safety

The issue of no segregated lanes for drivers making right hand turns and drivers going straight ahead was raised. The resident believed that this would compromise driver safety, due to drivers going straight ahead getting impatient waiting for the other drivers to turn right.

Further concerns were raised over the enforcement of speed limits on the Malahide road, with particular reference to HGVs.

NTA Response to Issue 3

The designs included in this public consultation exercise have been assessed for feasibility and safety against the relevant design standards. Nonetheless, the designs are preliminary in nature, and will require significant additional work to bring them to a point where the NTA is prepared to submit the overall proposal for planning consent. The various issues raised in this consultation process will also feed into the designs. In addition to this, the NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with road user safety forming a central pillar of these standards.

The final designs will be rigorously assessed against all relevant design standards. Appropriate Road User Audits and Road Safety Audits will be carried out to ensure good visibility and safety to all road users.

3.7.4 Issue 4: Cyclist Safety

Concerns that there are no cycle tracks on all arms of junctions in some locations of the scheme.

A request was made for a designated cycle track along Main Street to Clongriffin train station.

Concerns about the lack of buffer space between the cycle track and the adjacent traffic lane particularly at the petrol station on the Malahide Road.

Requests were made to have a grass buffer between the road and the cycle tracks where possible.

Concerns over the proposed Brookville Park junction where it will be changed from a 2-way junction to a one-way junction. The association raised concerns about cyclist safety where cyclists will be exposed to traffic both ways.

Concern was expressed that St Brendan's Avenue is "anything but quiet", particularly in mornings, leading to difficulties for cyclists on the proposed route.

A point was raised that cyclists may not use the quiet streets at Marino if it is significantly slower than travelling on the main Malahide Road, especially if it results in additional wait times at traffic signals.

Concern was raised over speeding cyclists along quiet streets, such as Haverty Road, and supports measures to encourage slower and safer cycling in these areas, such as ramps

Concern was raised that the proposed cycle facilities at the Malahide Road/Tonlegee Road junction has little space to accommodate cyclists, and that the cycle route should follow the Santry River.

NTA Response to Issue 4

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.

Proposed Designs will be revised in line with current NTA thinking and likely new published NTA standards.

Continuous cycle lanes will be provided wherever enough space is available between existing building/property lines. Isolated cycle lanes shall also be considered in the design process whenever possible.

Majority of junctions in the revised designs are now protected junctions. Protected junctions with re-designed signal cycles can increase safety for cyclists using junctions, as well as reducing overall times for all road users.

3.7.5 Issue 5: Environmental Issues

Air and noise pollution concerns were raised along with requests to plant more trees along the route where possible.

NTA Response to Issue 5

The NTA recognizes the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this must be balanced against the requirement to provide sustainable means of moving people around the city-region. Under the BusConnect 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 NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. In this regard, should the scheme progress, a full planting scheme will be designed and included as part of the project. The planning scheme will be designed to optimize the public realm and environmental benefits, while minimizing the maintenance requirement and the impact on public lighting. Where possible any trees that need to be removed will either be replanted or replaced with more new trees nearby. The potential impacts of the proposed scheme, including noise impact, 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 their assessment of the scheme.

3.7.6 Issue 6: Local Heritage

Disapproval was raised about the loss of existing heritage and the effects on existing infrastructure the scheme will have. A resident wanted to voice strong disapproval to any loss of heritage around the Donnycarney Church area.

NTA Response to Issue 6

In order to deliver a network of effective Core Bus Corridors, the retrofitting of new bus and cycle lanes to existing constrained urban streets is required. The NTA consider land take to be a last resort in the development of its schemes. However, provision for the more sustainable modes of transport (bus, bicycle, etc.) requires that protective space is dedicated to these modes, to ensure continuity, reliability and safety.

The road alignment proposals along the entire route have been reviewed further as part of the design development, to ensure any land take proposed is necessary to achieve the objectives of the BusConnects scheme and that the locations and extent of land take has been minimized.

The Donnycarney Memorial Clock is to remain in its current location and the area around it is to be enhanced as part of our urban design proposals which will form part of the An Bord Pleanála application in the future.

3.7.7 Issue 7: Social Impact

A resident has raised their concern over increased traffic sounds at their home due to the loss of part of their garden and the associated trees as part of the new road layout. This will have particular impact on people with ASD, Sensory Processing Disorder and other disabilities.

NTA Response to Issue 7

The potential impacts of the proposed scheme, including noise impact, 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 their assessment of the scheme.

3.7.8 Issue 8: Haverty Road Design

Several residents were satisfied with the design. Some residents expressed concern over speeding cyclists using Haverty Road. Requests were also made for traffic calming measures in the surrounding roads.

NTA Response to Issue 8

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes, with cyclist safety and cycle facility design forming a central pillar of these standards, which will ensure a high level of safe cycle provision along these corridors and at the junctions which tie-in with adjacent cycle routes.

The request for Traffic calming measures in surrounding areas will be forwarded to Dublin City Council.

3.7.9 Issue 9: Loss (property value, revenue, loss of function/ parking, future planning gain etc.)

Further disapproval over the loss of garden space. One resident expressed concern over the effects the scheme will have on the foundations of his house.

Further information was requested for the exact amount of land take on their properties.

Response by the NTA Issue 9

The NTA in developing the scheme is endeavouring to minimise any acquisition of land. In particular the NTA is very cognisant of the impact on residents due to the potential reduction of existing parking and gardens.

The NTA is also aware of the potential impact of houses due to construction activities and will endeavour to minimise these impacts by ensuring that the contractors comply with strict criteria.

3.7.10 Issue 10: Suggestions / New Ideas

A large number of suggestions and new ideas were made during the Public Consultation 3 window. Suggestions included stronger traffic calming measures, incorporation of more plants and trees, increased widths on footpaths and cycle tracks, reduction in the number of traffic lanes and buffer zones between cycle tracks and roads.

An idea to create an underpass for cyclist and pedestrians at Belcamp Parkway was suggested.

A reduction of the size of the junction at the Crown Plaza entrance was suggested for pedestrian and cyclist safety purposes.

The avoidance of using bus stops for advertising was also suggested.

Suggestion to use the dedicated right-turn lane into St Aidan's Park from the Malahide Road as a safe cycle lane.

Response by the NTA Issue 10

The overall aim of BusConnects is to transform Dublin's bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200kms of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. Core Bus Corridor 1 Clongriffin to City Centre is one of these and if successfully implemented will address the suggestions made concerning the frequency and capacity of bus services.

The NTA is developing specific design standards to ensure that a consistent approach is adopted across all BusConnects Core Bus Corridor routes. All suggestions will be reviewed and considered though it may not be possible to take forward all suggestions as they may conflict with other objectives and requirements.

4 Summary of Public Consultations

The public consultations gave the public the opportunity to voice their concerns, disapproval and suggestions in order to for the scheme to cater for everyone's needs.

173 submissions were received by the NTA containing 424 comments for both Public Consultation 2 and 3. These comments were reviewed and taken into account during the design phase of the project. Comments varied across a wide range of issues and a summary of the comments can be seen in the appendices of this report.

Overall, throughout the 3no. Public Consultation periods, the NTA received 271 submissions over which 649 comments were made. Table 6 breaks down the topics that were discussed in these comments.

Table 6: Themes and frequency associated with public consultation comments

Theme	Public Consultation 1	Public Consultation 2	Public Consultation 3	Totals
Accessibility/ Traffic Impact	48 comments	22 comments	38 comments	108 comments
Pedestrian and Driver Safety	22 comments	16 comments	57 comments	95 comments
Cyclist Safety	41 comments	14 comments	54 comments	109 comments
Suggestions and New Ideas	38 comments	16 comments	123 comments	177 comments
Environmental Sustainability	22 comments	11 comments	37 comments	70 comments
Land use	18 comments	6 comments	7 comments	31 comments
Social Impact	25 comments	0 comments	5 comments	30 comments
Heritage	6 comments	7 comments	3 comments	16 comments
Economy	5 comments	0 comments	0 comments	5 comments
Public Consultation Process	0 comments	8 comments	0 comments	8 comments
				649 comments

The most common issues raised were surrounding Suggestions and New Ideas and Accessibility/ Traffic Impact with these issues particularly prevalent amongst local residents along the scheme. Cyclist safety and related issues were other popular comments raised, with representative associations and local authorities given substantial feedback. Concerns over land use, with particular reference over reducing the overall footprint of people's properties, was also a common issue raised. The social impact the scheme had on people's lives was also commented upon, especially those that are more vulnerable, with concerns over the distance people needed to travel to get to a bus stop. The NTA also reviewed comments over the impacts the scheme will have on the environment and local heritage.

The most common sections of the scheme were people specifically referenced in their comments is shown in Table 7.

Table 7: Comments broke down by section of route

	Public Consultation 1	Public Consultation 2	Public Consultation 3	Totals	Percentage
Section 1: Clongriffin DART Station	14	2	6	22	3.39%
Section 2: Belmayne to Coolock	16	9	22	47	7.24%
Section 3: Coolock to Artane	10	9	27	46	7.09%
Section 4: Artane Junction	15	1	10	26	4.01%
Section 5: Donnycarney	34	22	24	80	12.33%
Section 6: Marino/ Fairview Diversion	56	40	29	125	19.26%
General: Whole Route	80	17	206	303	46.68%
Total assessed to-date	225	100	324	649	100%

The most common sections of the scheme were people specifically referenced in their comments was section 6 of the route. Comments received were typically in relation to traffic congestion, pedestrian safety and the measures proposed at Haverty Road.

APPENDIX A

SUMMARY OF ISSUES RAISED BY ROUTE SECTION IN THE SECOND AND THIRD PUBLIC CONSULTATION

Section 1: Clongriffin DART Station



Main comments noted were the following:

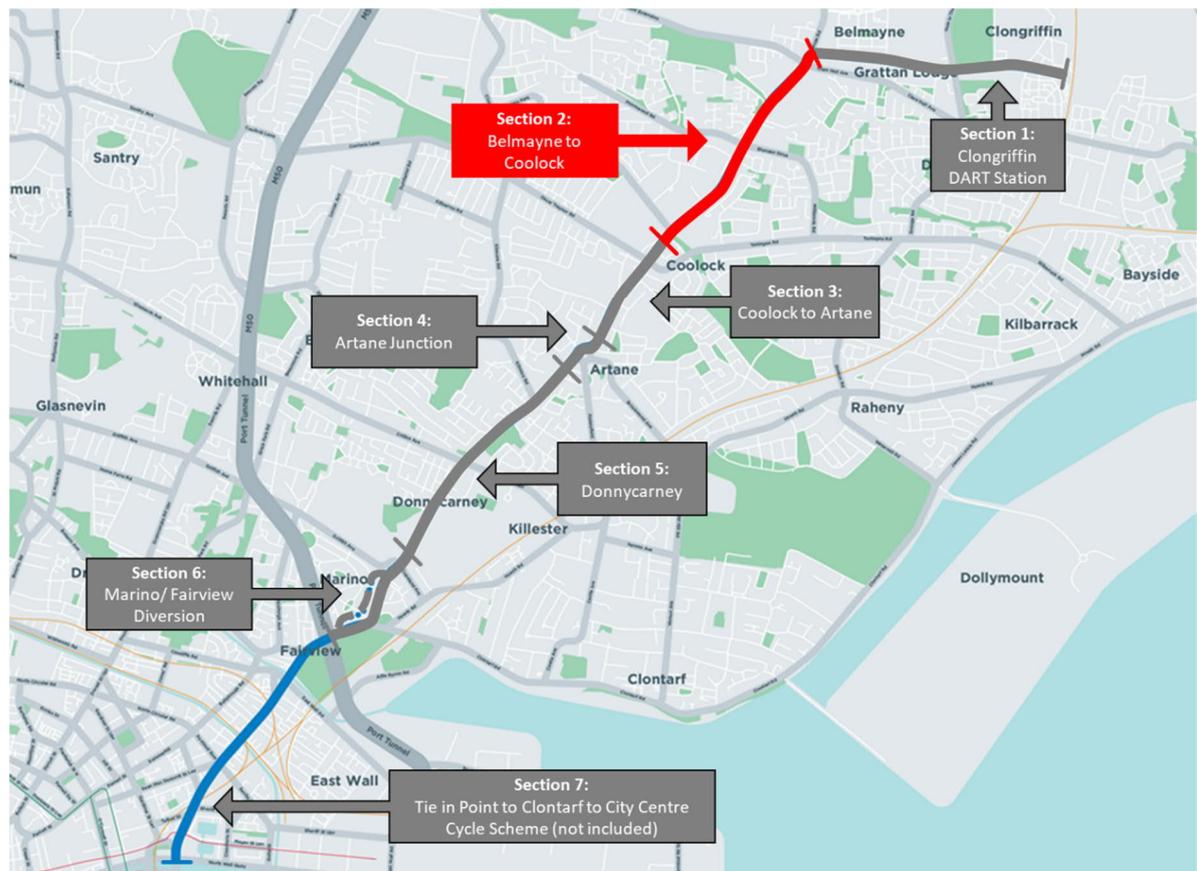
MAP 1:

- No cycle link between Clongriffin Main Street's cycle lanes and the DART station.
- Concerns over no cycle tracks along Main Street to Clongriffin train station.

MAP 2:

- It was requested that the bus stop to the north of the road outside Fr Collins Park be moved east by approximately 50m therefore negating the need to encroach into the Park.

Section 2: Belmayne to Coolock



Main comments noted were the following:

GENERAL

- A resident has proposed that a pedestrian/cyclist underpass be constructed where the new Belcamp Parkway meets Malahide Road to avoid delays at lights. They also propose that bi-directional cycle lanes be built along the western side of Malahide Road, from the Priorswood junction northwards. Other cycle lanes proposed are along the northern side of Grange Road, cycle lanes to the east of the Hole in The Wall Road roundabout, and cycle lanes to the east of the Belmayne Avenue roundabout. (Map 3-8)

MAP 6:

- Suggestion that the traffic light system at the junction of Belmayne Steet Avenue bus exit would allow a right turn for vehicles exiting from the street immediately opposite - currently there is a no right turn sign at this junction.
- Suggestion that it would be safer to include a cycle lane that could be extended on the Belmayne side of Clarehall Avenue rather than just on the Clarehall Shopping Centre side.
- It was noted that the plan for Clare Hall Junction on Malahide Road includes enhanced pedestrian and cyclist facilities. The current situation at that junction

is extremely cumbersome for pedestrians to navigate e.g. to get from Tesco to Hilton. It is welcomed that pedestrians are being considered in the plan, and that facilities at this junction will be enhanced.

- It was noted that there are large areas of hard-landscaping at corners of the main junction with possible opportunities for greening. Planting along the central medians is welcome.
- It was noted that pedestrian crossings through the medians should be aligned in a straight run rather than staggered.
- Suggestion for more grassed verges at Northern Cross Junction.
- Concern raised over the traffic impact of the future junction of Belcamp Parkway with Malahide Road. With the addition of this junction there will be 4 traffic signals within 400m of each other, which they say could lead to delays for buses and other traffic (Map 6).
- A resident has suggested that there could be a reduction of lanes on Malahide Road between Belcamp Parkway and Northern Cross, allowing for a boulevard-style street design. They say this would be possible if the Belcamp Parkway proposed in the DCC draft masterplan is designed as a main trunk route to relieve traffic from Malahide Road. It is also suggested that southbound traffic could be diverted onto Belcamp Parkway, allowing for the removal of a southbound traffic lane on Malahide Road, as well as the removal of the right turn lane from R139 onto Malahide Road. (Map 6, 7)
- A corporation has significant concerns about the accessibility of tucks/HGVs to the Clarehall shopping centre.
- A corporation wanted to raise the issue of accessibility of trucks and lorries, that there should be adequate space for lorry to deliver products to stores. This is with reference to cycle track locations.
- Requests have been made for the traffic modelling for the removal of the left turn slip road at Clarehall.

MAP 7:

- Suggestion that the bus stop is located beside a brown field site that currently has planning permission submitted for a block of apartments. A small CPO here could be incorporated into the development. Alternatively move the bus stop closer to the city and use the green space at Grove Park to provide for a bus stop island.
- Suggestion to add more grassed verges at the Belcamp Parkway Junction.
- A resident voiced opposition to the removal of a bus stop at the Clarehall Junction as it may cause accessibility issues for older people wishing to use bus services. (Map 7)
- A resident expressed concern of the impact the removal of slip roads at Clarehall Shopping Centre may have on traffic. (Map 7)

MAP 8:

- Suggestion to insert a buffer or physical barrier between the cycle lane and the bus lane on Maps 8,9 and 10.
- Suggestion to take the opportunity to rationalise the number and width of hard landscape paths to increase the areas for greening.
- Suggestion that pedestrian crossings through the medians should be aligned in a straight run rather than staggered.
- A Residents Association expressed concerns regarding east-west traffic at the Oscar Traynor Road-Malahide Road junction and at the Artane Roundabout due to increased activity and future developments planned in the area. The group asks if a traffic impact survey has been carried out for current and future traffic conditions for the new signalised junction layouts. (Map 8)
- A resident has suggested allowing cyclists to “cut the corner” at junctions where roundabouts are being removed to facilitate cyclists making left turns, allowing them to bypass traffic signals. (Map 8)
- It was stated at the Priorswood Road/Blunden Drive junction, there is no stop provided on the western (Priorswood Road) arm of this junction. An additional stop should be located on the outward side of this arm, to facilitate connections onto routes D2 and L80 westbound.

MAP 9:

- Suggestion to insert a buffer or physical barrier between the cycle lane and the bus lane on maps 8,9 and 10.
- Concerns about the lack of buffer space between the cycle track and the adjacent traffic lane particularly at the petrol station on the Malahide Road. Requests that cycle track be located beside the footpath with the grass buffer between the cycle track and the road.
- Suggestion to add more grassed verges at the Northern Cross Junction.

Section 3: Coolock to Artane



Main comments noted were the following:

MAP 10:

- Suggestion to insert a buffer or physical barrier between the cycle lane and the bus lane on maps 8,9 and 10.
- Suggestion to reduce the size of Crown Paints junction in order to reduce car speeds at that particular road.

MAP 11:

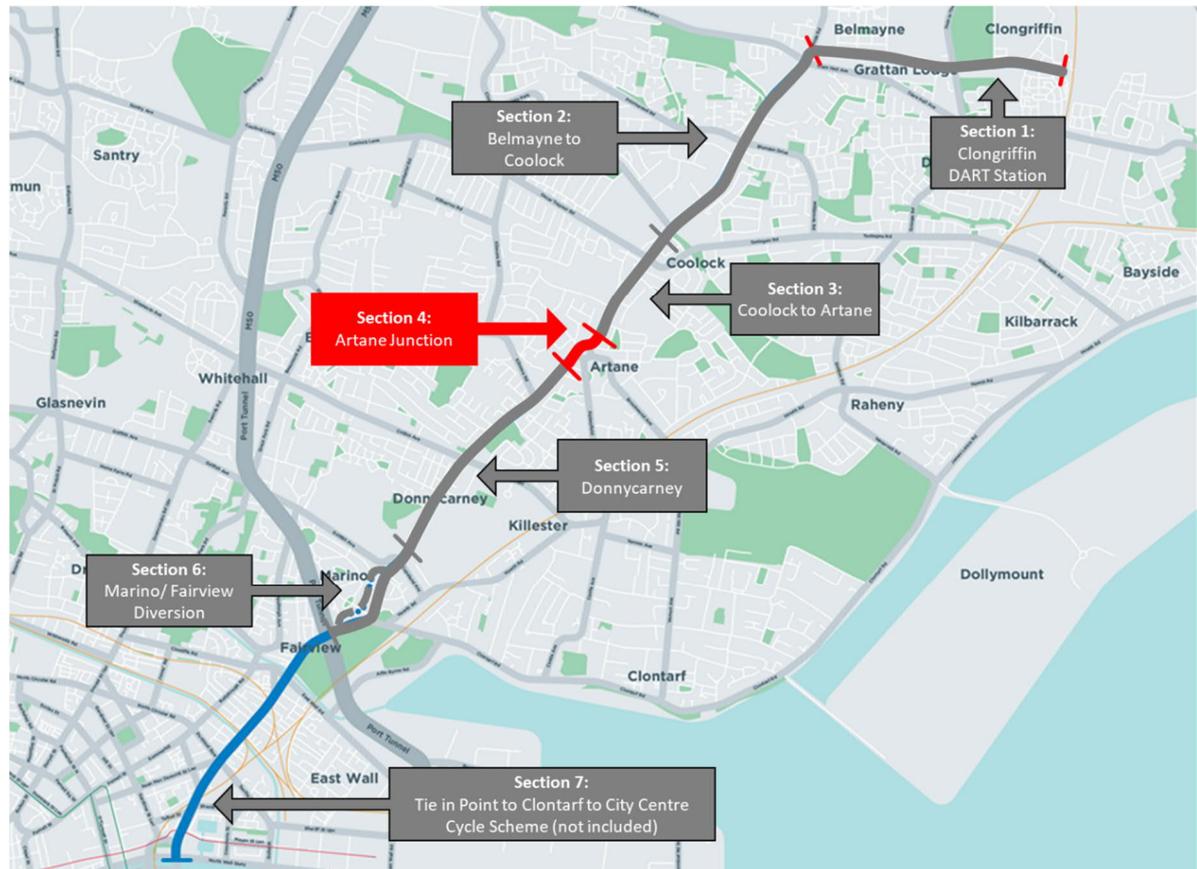
- It was noted that the slip roads to and from Tonlegee Road and into Brookville Crescent are removed.
- It is unclear if the car parking spaces on Brookville Road are servicing visitor parking for houses or the neighbourhood amenities. Consideration could be given to accessing these spaces from the Brookville Park instead of Malahide Road.
- Suggestion that there are large areas of hard landscaping at corners of main junction with possible opportunities for enhanced greening.
- Suggestion that Pedestrian crossings through the medians should be aligned in a straight run rather than staggered.

- A Residents Association expressed concerns regarding east-west traffic at the Oscar Traynor Road-Malahide Road junction and at the Artane Roundabout due to increased activity and future developments planned in the area. The group asks if a traffic impact survey has been carried out for current and future traffic conditions for the new signalised junction layouts. (Map 11)
- A resident raised concerns that the proposed cycle facilities at the Malahide Road/Tonlegee Road junction has little space to accommodate cyclists, and that the cycle route should follow the Santry River. It was stated that an existing path along the river that can be upgraded, and this would tie into a greenway along the river proposed under the Greater Dublin Area Cycle Network Plan. (Map 11)
- It is suggested to eliminate the small filter lane for traffic turning left from Tonlegee Road on to the Malahide Rd.

MAP 12:

- Suggestion that a bus stop island can be provided here by installing a traffic chicane on St Brendan's Avenue
- Complaints about road noise from residents on the St Brendan's Park/Drive side of the road - additional tree planting along this stretch would be very beneficial
- It was noted that for the most part CBC01 uses bus stop bypasses effectively across the corridor. There are some exceptions. Map 12 doesn't use a bus stop bypass design. Could the cycle route move onto the adjoining service street before the bus stop to avoid this bus stop conflict? On the Clontarf to City Centre Cycle route by moving a few bus stops closer to where people needed them they were able to convert all bus stops to include bus stop bypasses.
- There is risk of conflict between cyclists and people waiting at the bus stop near Malahide Road / St Brendan's Drive. Further detail is requested.
- Suggestion that pedestrian crossings through the medians should be aligned in a straight run rather than staggered
- Malahide Road South at St. Brendan's Avenue – It was raised that the cycle track could merge off the main road earlier for safe passage across St. Brendan's Drive. By changing priority in favour of North/South, St. Brendan's Avenue cyclists will have a safer route as well as avoid conflict at the bus stop and avoid two pelican/toucan crossings.
- A Residents Association expressed concern that St Brendan's Avenue is "anything but quiet", particularly in mornings, leading to difficulties for cyclists on the proposed route. (Map 12)
- It was suggested that at Mount Dillon/Brookville a similar right hand turn at the entrance to Coolock Village would provide another access into St Brendan's Avenue and relieve some of the pressure on junction.
- It is proposed that the pedestrian crossing, at Map 12, revert from a single crossing across both lanes to the split one that existed up to about 20 years ago.
- Relocation of Bus Stop1199 is suggested as passengers going from the bus stop to the pedestrian crossing will have no footpath and will, particularly on wet days, walk along the cycle track.

Section 4: Artane Junction



Main comments noted were the following:

MAP 13:

- Concerns over the proposed Brookville Park junction where it will be changed from a 2-way junction to a one-way junction. The association raised concerns about cyclist safety where cyclists will be exposed to traffic both ways.

MAP 14:

- It was suggested that a small CPO of a front garden could provide for a bus stop island.
- It was noted that there is significant local concern that the remodelling of the Malahide Road/Gracefield Road/Ardlea Road roundabout to a fully signalized junction will slow down traffic flow, particularly at peak hours. Also, consideration for light sequencing to prevent reduction in flows requested.
- It was noted that Map 14 & 15 there was Bus stops removed in both directions
- Concerns raised that there may be poor uptake of new cycle facilities if there is not sufficient encouragement. Coolock Residents Association cite ongoing experience at Artane Roundabout where many cyclists do not use the cycleway,

instead taking the more direct and dangerous path through the roundabout.
(Map 14)

- A Malahide Road resident voiced their opposition to land take as part of the CBC01 plans, and expressed concern over the amount of their garden that would be lost under current plans. They also state their desire to reach a compromise with the NTA for themselves and their neighbours. (Map 14)
- A resident has suggested allowing cyclists to “cut the corner” at junctions where roundabouts are being removed to facilitate cyclists making left turns, allowing them to bypass traffic signals. (Map 14)
- At the Map 14 junction, it was stated that the main access for trafficking heading north to access the St Brendan’s and McCauley area was imperative for the right turning lane is long enough to facilitate the number of cars making this right hand turn as any tailback here will block the lane heading straight the junction.
- A number of residents in the Artane area expressed their concern of the environmental impacts reducing the front space of their homes would have. This is with specific reference to noise and air quality. Requests made to have green landscaping reinstated to reduce pollution in this property.
- A number of residents in the Artane area expressed their disapproval of having the space to the front of their homes reduced. Concerns were raised over insufficient parking space, both private and commercial, access for people with disabilities and over compensation they would receive.

Section 5: Donnycarney



Main comments noted were the following:

- It was noted that a pedestrian safety concern (from a potential assault) here is the lowered wall bordering the Pinebrook estate and St. David's - if a new boundary wall is being built in its place would it not be more beneficial to remove the wall completely rather than lower it so it could not be used to corner someone against?
- Objection to proposed bus stop move. It was stated that "The rationale for your proposed move is to relocate the bus stop closer to Killester Avenue and the pedestrian facilities at the junction. The new proposed location does not achieve this. Also planned is the reduction of the footpath to 2 meters. The proposed location of this bus stop is at the narrowest point of the current footpath which is plus 3 meters. The current location has approx. 5 meters of footpath. Moving the bus stop directly outside the homeowner's door would block both the homeowner and the neighbour's sightlines and would impact on entering and exiting the property. This is one of the busiest transport routes in and out of the city centre any potential bus stop moves should be considered carefully regarding road safety. Moving the stop to the proposed location could deem the driveways unusable as we would not be able to enter\exit the properties safely as our sightlines would be impaired by both a bus stop\shelter and pedestrian waiting for the bus."

- It was noted that there is a proposal to remove the current bus stop located at Daniele Road Artane. This will now make the gap between the Artane Roundabout and Killester Avenue bus stops in excess of 600m. It was noted that the respondent was in favour Bus stop rationalization the new distance will be greatly in excess of the 400m average. The respondent proposed that if that bus stop is to be moved it is moved to the opposite side of the traffic lights in map 16. This is where the pedestrian crossing is. Note there is no pedestrian crossing on the near side of Killester Avenue. If the stop should be located on the near side of Killester Avenue in map 15. The stop should be moved closed to the junction at the green space indicated on the map. The open green space would allow a number of options including bus lay by or wrap around cycle lane. A third option would be to move it closer to Kilmore Road which allow a more even distance (400m) between the 3 bus stops in the section. (Artane Roundabout\Killester Avenue and Donnycarney Park)
- It was noted that the wall between Malahide Road and St David's Wood is indicated to be lowered. It was unclear if this was to provide an acoustic / security function for neighbouring housing. Further detail was required.
- It was stated that the cycleway and walkway between St David's Wood and Malahide road results in pedestrians and cyclist getting corralled into a location away from the natural surveillance of the road-way and therefore becomes uninviting and indeed hostile users especially at quiet times of day.
- It was requested that the bus stop on the North of the road outside Fr. Collins Park be moved East by approximately 50m therefore negating the need to encroach into the Park.

MAP 16:

- Request for a bus stop island where there is a planned CPO of the park.
- It was understood there is a conscious effort to keep the heritage wall in place. In this instance it was proposed to route the cycle track inside the wall or knock and rebuild a portion of the wall with a small curve for a bus stop island.
- Concerns raised over speed limits on Malahide Road being ignored, particularly by HGVs in evenings when the Port Tunnel is closed. Resident says a lack of enforcement means it is "an accident waiting to happen". (Map 16)
- A resident expressed concerns over air quality for cyclists and pedestrians; suggested that more trees be planted on Malahide Road. (Map 16)
- A resident suggested that digital speed displays be installed, and that Gardaí have a stronger presence on Malahide Road to help combat motorists breaking the existing speed limits. (Map 16)

MAP 17:

- It was noted a turn right filter lane on the Malahide Road southbound side of the Collins Avenue junction - this is welcome particularly if accompanied by a traffic filter light sequence.
- It was noted that additional tree planting along the Church carpark boundary would be a nice gesture to the local community.
- Suggestion to close the Elm Road junction, due to it being another entrance off the Malahide Road that creates another conflict point with people cycling.
- A resident has expressed their strong opposition to the loss of any trees around Donnycarney Church and opposes the loss of trees on the route as a whole. (Map 17)

MAP 18:

- It was noted that bus stop opposite Clancarthy Road removed.
- It was noted that there are greening opportunities along the central medians for low level planting and at some of the junctions.
- It was noted that the footpaths appear excessively narrow in places.
- It is unclear from the drawings if raised tables are proposed at some of the junctions along the Malahide Road.
- It was noted that the diagonal cycling crossing at the junction of the Malahide Road with Griffith Avenue and Copeland Avenue is unusual.
- It was noted that the pedestrian crossings through the medians should be aligned in a straight run rather than staggered.
- It was noted that areas to alight/dismount buses appear to directly conflict with cycle lanes, particularly if shelters are proposed.
- A resident voiced their objection to the removal of the bus stop at the Donnycarney Road/Malahide Road junction, stating that residents of Donnycarney West estates depend on it for bus links to the city centre. (Map 18)
- Several clubs expressed their wish to receive confirmation from the NTA that they will be compensated appropriately for land take, as well as other associated costs and considerations. (Map 18)

Section 6: Marino/Fairview Diversion



Main comments noted were the following:

GENERAL:

MAP 19:

- It was noted that inbound, a small CPO would improve safety at this bus stop island with no private residents effected.
- It was noted that a green verge previously proposed under the first round of public consultation along Malahide Road (on Copeland Avenue side) has now been removed. The reasons for this are not clear.

MAP 20:

- It was noted that by increasing the lanes outside the resident's house from 3 lanes to 4 will only increase the amount of traffic and air pollution/ noise etc.
- It was noted that the distance from the houses to the current traffic is not acceptable.
- It was noted that the new fleet of 600 buses are hybrid which does not do anything for air pollution
- It was noted that the process as engaged by BusConnects does not facilitate public consultation in a fair manner.
- It was noted that the current traffic arrangements will only be made worse as the traffic cannot turn from Fairview as it is never mind trying to get two lanes to turn in the same space

- It was queried why can the road not just be used for local access and a dedicated electric bus corridor? This would be possible with immediate effect and greatly reduce pollution in the area.
- It was noted that There are discrepancies in the maps and information published and issued by BusConnects which are misleading to the residences.
- It was noted that Malahide Road is very busy and congested as it is and to propose to widen it and make it even more active, with zero thought to traffic calming measures shows a real lack of imagination. There are safety risks associated from entering and exiting a home by crossing a bus lane into a driveway.
- It was noted that there have already been several accidents outside homes in the past two years that we have witnessed due to careless driving both inside and outside the bus lanes. Given there are no calming traffic measures in place; there are many motorists who drive either above the speed limit in a rushed effort to get past traffic towards Fairview, which in turn creates a real lack of patience and consideration to allow people to turn in or out of their driveways.
- It was commented that the cyclists will not re-direct off Malahide as in the current proposal and they will still look to use the current and proposed bus lanes, creating even more complexity to enter and exit our home.
- It was noted that the driveway access was originally purchased from Dublin City Council by the original property developer for a sum of money. The access to the driveway onto the main Malahide Road is via electronic metal gates that are locked when not in use. This gated environment is vital the safety of the family and pet given how dangerous Malahide Road would be without this protection. It was stated that the current plan takes zero consideration into account for this necessity and the fact that as the homeowners, they purchased this same right to ease of access to the roadway
- It was noted that the driveway can accommodate two motor vehicles safely, of which are used daily to go to work in different parts of the City. It was stated that they need every inch of the current driveway to perform a safe turning circle as you cannot reverse in or onto the Malahide Road given it is such a busy and active roadway. It was felt that it is impossible to take one or two meters off the driveway and still achieve this safe turning circle.
- It was stated that, if this proposal was to go ahead in its current form, it would bring traffic considerably closer to our home by one to three meters which would create a considerable increase in traffic noise as well as an invasion of our privacy, from bus passengers. It was stated that, if this plan was to proceed in its current form, there would be a lengthy amount of construction time involved that would impact on our quality of life and cause more traffic congestion for us to be able to access and exit our home not to mention a serious heightened health and safety concern.
- It was stated that a certain property is a listed premium period property dating back to the 18th Century. The driveway and surrounding gardens have been constructed and maintained in keeping with the look of the property. While the

house is protected, equally the gates on the driveway can only be maintained and painted under strict conditions. It was stated that to propose to remove these and shorten the driveway will severely negatively impact on the aesthetics of the property and will impact the overall value and desirability of the property

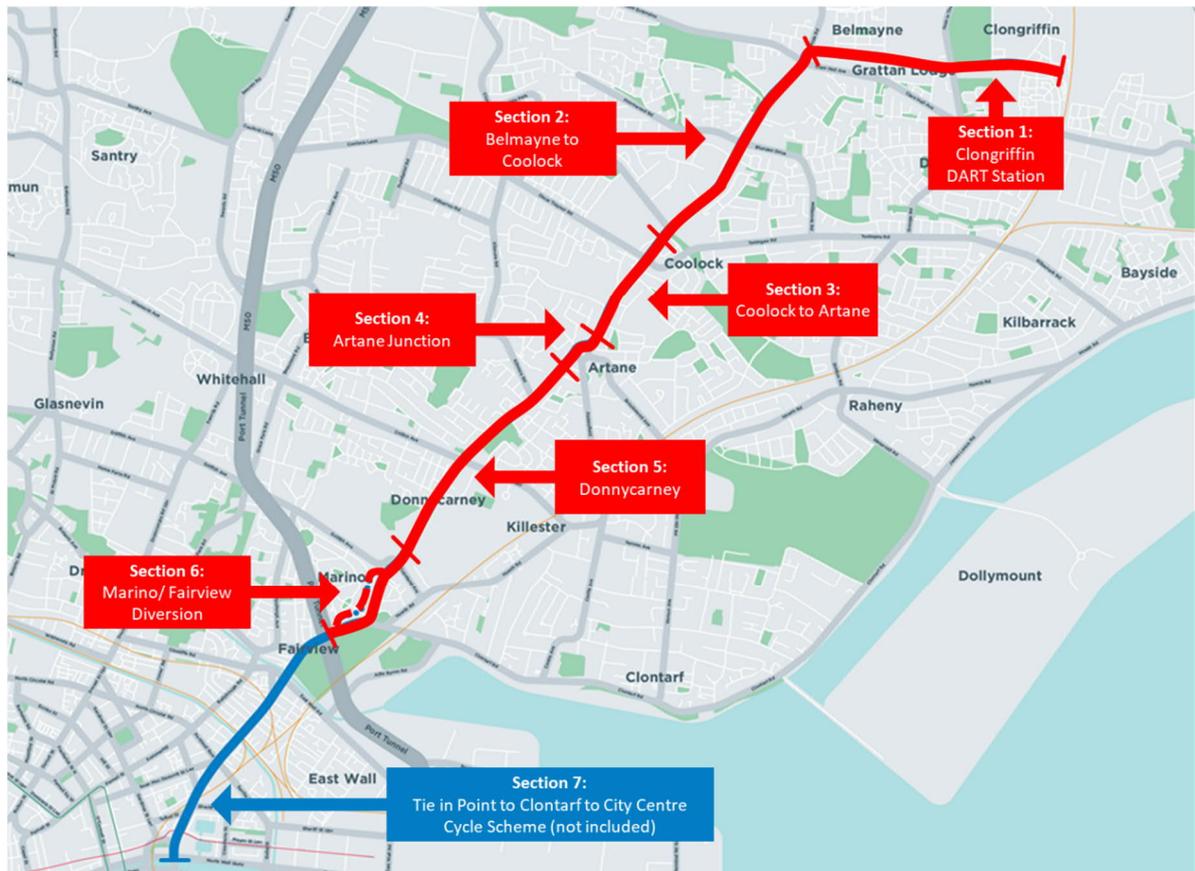
- It was suggested that the design team re-evaluate the current plans and look at alternative ways to maximize traffic flow outside our home. An example could be to establish a "Virtual Bus Lane" like what we see on Dublin City Quay's where using lights could give buses right of way to maximize the current bus lanes as well as provide traffic calming measures.
- A resident measured the distance last year from their boundary wall to the wall across the road on the opposite side and felt there is enough space to cater for four lanes and two paths without impacting on the garden.
- It was stated that this is a very busy stretch of road with pollution at one of the highest levels in the city and now you are going to increase it by adding another lane of traffic. When the port tunnel is out of action trucks are often stationary outside the houses increasing the pollution level for hours on end. By reducing the gardens, the scheme is attracting more traffic, and with-it pollution and increased noise levels closer to the houses. The foundations of properties will be undermined by the extra lane with the value of properties being reduced considerably.
- A point was raised that the transition for people cycling from the two-way cycle track onto Brian Road is still a little complicated. Suggestion to close the left turn into Brian Road.
- Concerns over driver safety voiced by a Malahide Road resident due to CPO of garden/driveway. Resident currently struggles to park on their property and have to back cars out onto main road due to limited space; they worry this will deteriorate with more traffic coming from city centre (Map 20).
- A resident expressed concerns over increased pollution levels from increased traffic flow on Malahide Road due to the addition of a traffic lane and congestion when port tunnel is closed. The resident is also concerned about garden land take bringing pollution closer to homes. (Map 20)
- A resident noted concerns over the impact that an additional lane of traffic will have on the foundations of houses on Malahide Road. (Map 20)
- A Malahide Road resident expressed concerns that they have not been informed of the exact land take on their property and request that they be provided with this information. (Map 20)
- A resident has raised their concern over increased traffic sounds at their home due to the loss of part of their garden and the associated trees as part of the new road layout. The resident has children with disabilities (notably a child with ASD and Sensory Processing Disorder) who will be significantly impacted by increased light and traffic sounds. (Map 20)
- It was noted that in the case of the Clontarf to Amiens Street cycle route being delayed, cycle facilities for CBC01 will stop at Marino Mart. In this situation, a resident suggests that the quiet street cycle route be rerouted from Haverty Road to St Aidan's Park Road, with a new cyclist crossing installed where it

meets Malahide Road. This would allow cyclists to bypass Marino Mart and make use of the cycle facilities in Fairview Park. (Map 20, 21)

MAP 21:

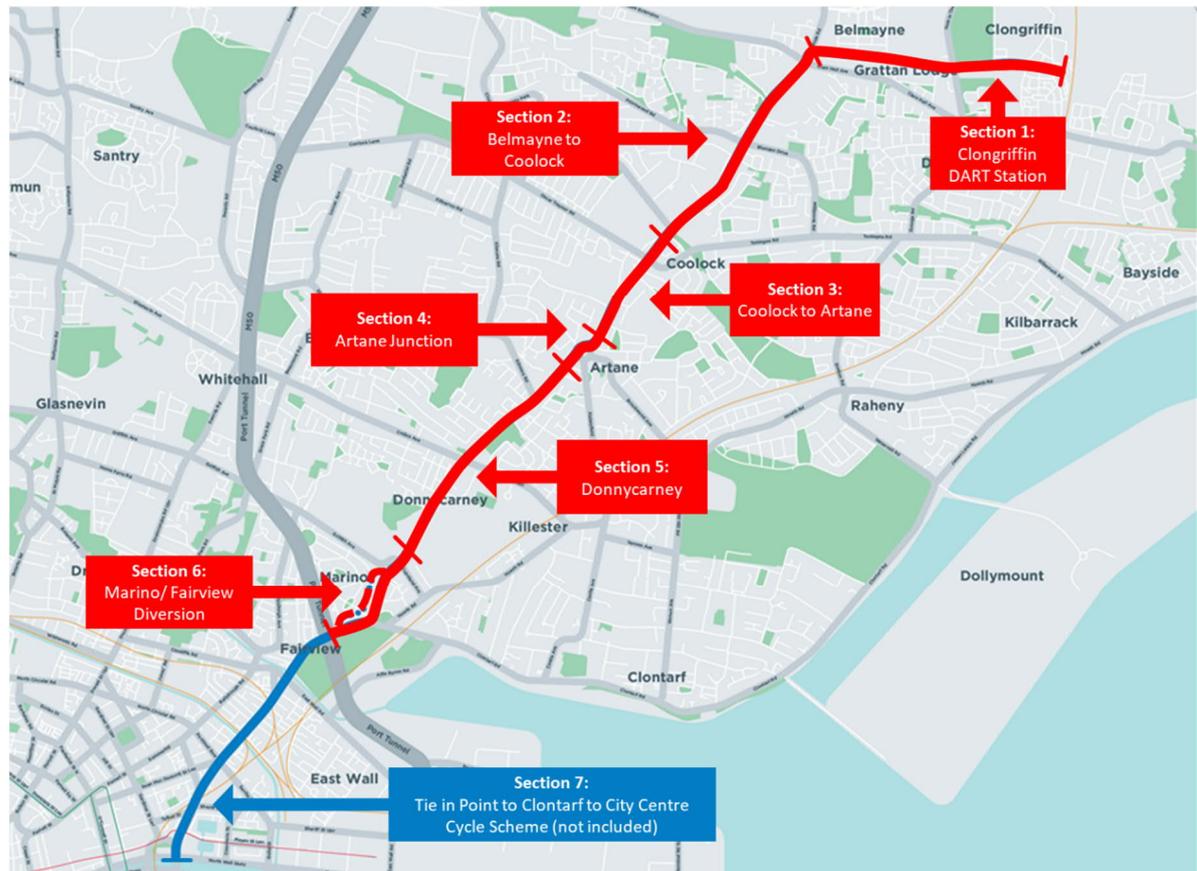
- A resident urges the NTA is uphold the proposal to close Haverty Road to general traffic as set out in Clongriffin To City Centre Core Bus Corridor project and to implement these measures with expedience, as there is no advantage in delaying
- A resident of Haverty Road 29 years stated that the traffic traversing Haverty Rd in both directions has totally overwhelmed the physical abilities of the road to cope. The resident stated he couldn't overstate enough the need for the cul de sac measure to be introduced. Residents endure upwards of 80 motorists an hour at peak hours who are ignoring extensive road signage prohibiting them from turning right onto Haverty Road.
- It was much welcomed that the proposal, set out in the new plan, to block one end of Haverty Road to motor traffic. It was stated that This has always been the preferred solution for residents on the road, in order to make it safer for cyclists and pedestrians. It was stated that they have outlined our concerns in previous submissions, re high risk of volume of traffic and speeding traffic for older people using the road to go to shops and post office, school children attending the local school, increased number of children living on the road, number of cyclists who regularly use the road, especially during rush hour.
- It was noted that there are significant greening opportunities exist at the junction with Clontarf Road.
- Suggestion to use the dedicated right-turn lane into St Aidan's Park from the Malahide Road as a safe cycle lane.
- A resident of Haverty Road raised concerns over traffic cutting through the area at high speeds to avoid traffic elsewhere, creating unsafe conditions for pedestrians. Several recent near misses described. Resident calls for traffic calming measures to be introduced as soon as possible to prevent this. (Map 21)
- A resident raised the point that cyclists may not use the quiet streets at Marino if it is significantly slower than travelling on the main Malahide Road, especially if it results in additional wait times at traffic signals. (Map 21)
- A resident has voiced concerns over speeding cyclists along quiet streets, such as Haverty Road, and supports measures to encourage slower and safer cycling in these areas, such as ramps. (Map 21)
- A resident of Carleton Road suggests that action should be taken at the St Aidan's Park Road/Carleton Road/Haverty Road junction to calm traffic. Suggestions include widening the footpaths and reducing the turning radius in order to encourage road users to yield. The resident says the current yield signs are frequently ignored and changing them to stop signs is insufficient. (Map 21)

Section 7: Tie in Point to the Clontarf to City Centre Cycle Scheme



This section was not part of the Non-Statutory Consultation of the Clongriffin to City Centre route.

Multiple Sections throughout the Scheme



Main comments noted:

- The public believe that cyclists will not take diversion through Marino, and instead will carry on along Malahide Road.
- No traffic calming measures along Malahide Road.
- Comments suggest diverting vehicles to Howth Road, leaving sufficient space for segregated cycle and efficient bus lanes along Malahide Road, rather than the Marino diversion for cyclists.
- Segregate cyclists by a physical kerb/buffer.
- Many requests for remedial works such as: new front walls, triple-glazed window, new front door, driveway to be re-laid, sufficient internal and/or external insulation to eliminate noise pollution, new roofing tiles.
- It was suggested that Bus lanes should be segregated by a kerb.
- Across the route raised cycle lane tables/ramps should be used at all junctions without traffic lights.
- It was strongly recommended to use Dutch-style protected junctions along Malahide Road. Good examples include Griffith Avenue (CBC2, map 29) and Whites Cross on the N11 (CBC 13, map 27). It was stated that the Gracefield Park junction on map 14 is very close to a high-quality Dutch-style protected junction. Some of the non-Dutch-style junctions included on this CBC have issues. For example, Clarehall Avenue (map 6) it is unclear how anyone cycling into or out of that road makes a right turn. At the Clarehall Shopping Centre

junction (map 7) it is impossible for someone cycling out of the Shopping Centre to turn right up Malahide Road towards Clongriffin. The junction of Malahide Road / Marino Mart on the Clontarf to City Centre cycle route is a good example to follow here as it also only has pedestrian and cycle crossings on two arms of the T-junction. Another good example is Con Colbert Road (CBC7, map 18).

- It was stated that one technique for increasing the safety and comfort of people cycling is a horizontal buffer between the cycle track on the road. Safety and comfort are two of the five needs of a cyclist from the National Cycle Manual. This is normally just a simple grass or paved strip of 50-100cm between the cycle track and the adjacent bus lane. This should be done where the space is available and the speeds on the adjacent road are high. We recommend it be included on map 6-11 on this corridor where doing some would not require the removal of trees.
- It was recommended that the design of private entrances and minor side roads be re-examined. On maps 9-11 the side road entrances are large, and the cycle track loses all segregation and reverts to a painted cycle lane. On maps 17-19 there are examples of minor side roads where the pedestrian crossing is raised but the vehicle stop line is too far forward. It was recommended that this corridor uses the designs seen on Clontarf to City Centre Cycle Route or on the Rock Road (CBC15, map 4). This junction design includes a raised and continuous cycle track and footpath. The stop line for motor traffic is set back. The Clontarf to City Centre Cycle route designs make it clear through the material used that the footpath and cycle track are continuous. The traffic entering or exiting this side road are crossing the footpath and cycle track.
- It was queried what noise and pollution levels are currently being base lined, and which independent authority have overseen these figures?
- It was queried what are the new figures to be complied with, considering all lanes of traffic.
- It was queried what are the boundary points being taken for noise and toxic pollution.
- It was queried when the agreed figures are exceeded, who has the authority to stop the traffic enforcement.
- It was noted that the Malahide Road is used on a regular basis when the port tunnel is not operational. How will the increased traffic and narrowed lanes cater for this impact
- It was stated, the road width is simply too small to cater for 4 lanes of traffic and the noise and toxic pollution will greatly exceed all guidelines both locally and internationally
- It was noted that the need for a frequent and reliable public transport system is critical to the operation of the airport for the movement of both passengers and employees. It is requested that consideration is given to the provision of shuttle bus/connector services between routes such as the Clongriffin and Swords routes (routes 1 & 2) via the R139.
- It was noted that Dublin Airport is supportive of the provision of additional transportation measures which will facilitate the travelling public. It is also

noted the radial aspect of the Scheme and its focus on access to Dublin City Centre. It is requested that the Scheme provide ample consideration and access for shuttle/supplementary services to link adjacent routes and residential areas into the CBC. As Dublin Airport is such a significant employer it is important that the public transport provision meets the needs of the airport, its passengers and employees. It is also requested the provision of extended hours services and 24/7 services wherever possible. The provision of safe and segregated cycle-paths to encourage commuting is welcomed, particularly from the northern hinterland area of the airport where many employees are based. It is also requested that careful and close consideration of the residential areas that these cycle paths will serve to ensure easy access that will encourage this mode of travel. The submission advises any proposals that are subject to development on lands owned by Dublin Airport should be subject to further detailed discussion and approval prior to progression.

- It was noted regarding footpath width and Covid-19 could cause us to review the widths of our footpaths - it might be beneficial to consider adding a few centimetres on to footpaths where there is scope within the current proposals. Island bus stops: some sort of cyclist calming measures would be useful to protect particularly vulnerable bus users e.g. flashing warning lights for cyclists.
- It was noted that the map 2, 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, for Mobility/ Sight Impaired boarding and alighting passengers to safely access/ egress from the stop waiting area to the pavement, one of three safety control measure options would need to be included in the final design. These would be:
 - on the cycle lane control measure instructing cyclists to yield to pedestrians will need to be introduced (As per map 5 Bray>City Leeson Street Upper bus stop)
 - the cycle lane would be on the roadway and not the pavement.
 - the cycle lane will be on the non-kerbside of the pavement with the pedestrian walkway at the kerbside to allow bus passengers access the walkway without crossing a cycle lane. (As per Navan Road maps 14, 15, 16, 17, 19)
- It was noted that map 8, 12, 13, 14, bus stops are too close to pedestrian crossing/junction.
- A suggestion was raised for more information to be made available to the public with regards to bus gate, their implementation and the impact on public.
- Request that the speed limit will be reduced to 30km/h.
- Multiple objections to the scheme and disapproval of the public consultation process, the timing of the events during a pandemic/Brexit, the accessibility of information, the ability of the public to submit criticisms and receive feedback.
- A resident wanted to voice is disappointment with the level of detail supplied on your web site regarding the engine emissions from busses.
- Object to widening of roads, expressing concerns with regards to increased traffic, pedestrian safety and environmental implications. The resident wanted

to suggest that private car use be restricted during morning and evening rush hours.

- Objection to the scheme, citing land take of their property as a major issue.
- A resident stated that the scheme will have devastating impacts on local villages, with particular reference to listed heritage buildings, along the proposed route and that the scheme is in conflict with the Dublin City Development Plan.
- A resident wanted to suggest the following ideas:
 - Propose and trial a cashless bus ticket system
 - Synchronise traffic lights - use independent and private company
 - Introduce congestion charges
 - Introduce more carriages on Luas system
 - Consider Park & Ride locations free bus services
 - Introduce a school bus system.
- Concern with regards to the 50mm upstands, citing pedestrian and cyclist safety as an issue. He suggested to use linear hedgerow as a replacement.
- Concern over the distance between bus stops, citing long distances to travel, particularly for elderly, as an issue. The resident gave several locations of concern.
- Concern over traffic build up and driver safety over the removal of left run slip roads. Also concern with taking right turns where bus lanes extend to junctions.
- Disapproval of the scheme on the grounds that the existing road is too narrow and the effects the scheme will have on existing heritage.
- Disapproval of the scheme on the grounds that it will negatively affect OAPs and schoolchildren, disabled and the general public.
- A resident stated the scheme discriminates against motorists.
- Concern over the bus gates being 24-hour operational.
- Concern over the commute that school children will have to make. The resident did not feel that using public buses was suitable for schoolchildren. Concerns also over traffic congestions, pedestrian safety and impacts on local heritage.
- Request for extension of submissions until mid-January.
- Request for further information and details on taxi arrangements for the scheme. With particular concerns over the distance the public need to travel to taxi bays and public safety in their travel to taxi bays.
- Concerns over access to local schools and the redirection of traffic.
- The resident wanted to emphasise the use of continuous footpath and cycle tracks and that they should meet all the statutory requirements.
- Concern over the number of road lanes that makes pedestrian journeys across the road more difficult.
- Concern over impact of closing of roads to buses only to disabled and elderly people.
- Request for cycle lanes to be completely segregated to encourage more people to cycle.
- Concerns over the plans and scheme being continually watered down to a point in which the new scheme is not meeting its primary goals.

- Suggestion for having more one-way roads to make more space for cyclists and pedestrians where feasible.
- Suggestion that bus shelters be not used for advertising.
- Concerns over the length of time it will take to implement the scheme.
- Concerns over the re-routing of traffic to other routes that experience traffic congestion.
- Concerns raised over cycle tracks and adjacent bus lanes along routes.
- A resident suggested new ideas to increase cyclist safety:
 - Immediate implementation of a law/regulation requiring cyclists to wear approved safety helmets.
 - Introduction of a cycling test to obtain a licence to cycle on any public road.
 - Rigorous policing of cyclists to the same extent that motorists are policed.
- Objection to the Dublin-style junction design proposed as part of BusConnects with the association stating that it does not meet the needs of cyclists and results in an untenable safety scenario where people cycling are vulnerable. The association urges the NTA reconsider and implement Dutch designs in an Irish context.
- Concerns raised over cycle tracks and adjacent bus lanes along routes.
- Recommendation to expand cycle tracks to 2.25m in width where there is extra space.
- Concerns that there are no cycle tracks on all arms of junctions in some locations of the scheme.
- Objection and concerns over the scheme for disabled and elderly people in society. Concerns over the travelling distance for disabled people to bus stops. Concerns over islands being too small for wheelchair users. Disapproval of bus stop designs. Recommendation to use cyclist speed reducing measures. Concerns over white line segregation on footpaths and inside parked cars cycle lanes. Overall disapproval of the public consultation process with regards to the disabled members of the community.
- Concerns raised that the scheme prioritises the motorists and does not encourage people to cycle.
- A resident has suggested that 8 of the bus stop islands along the route be reviewed, with the view of enlarging them in order to improve safety for bus users and cyclists. The resident believes that there is space for many of these islands to be enlarged without issues and they propose that a triangular island be introduced where space is limited.
- A residents group suggested the introduction of bus services with limited stops in the Fairview area to act as express routes between Coolock and the City Centre.
- It was suggested to incorporate local knowledge more into the traffic modelling.
- Requests for information with regards to roundabouts becoming fully signalized and their implications to off-peak usage.
- Footpath widths were not sufficiently wide for several residents.

- Concern has been expressed by vulnerable road users and their families about island bus stops and their accessibility
- It was stated that bus stops represent major conflict points in all of the core corridor plans with particular reference to buses pulling in to access bus stops while children may be cycling in their blind spots.
- Concerns over the safety of bus islands for pedestrians.
- The NTA were requested to bring in measures to prevent cyclists from using footpaths.
- It was stated by a representative association that there are several very specific elements of the Shared Space, Shared Surfaces design approach that cause anxiety for people with disabilities and other vulnerable streetscape users, namely.
- Courtesy crossings, which are not signaled, depend on the ability of the pedestrian to negotiate a roadway crossing through eye contact with the motorist/cyclist which is a complicated and uncertain process.
- There are concerns at certain pedestrian crossings that the people will not have sufficient time to cross the road or will have incorrectly understood the giving of permission from the motorist/cyclist to cross the road.
- The removal of kerbs is particularly problematic for people who have a visual impairment as kerbs provide a way-finding function. Pedestrian interaction with cyclists is of particular concern to vulnerable streetscape users where cyclists are not required to dismount when passing through a shared area or where cycle lanes with no kerb demarcation are routed through a shared space environment.
- Requests that pedestrian crossing signals allow for adequate crossing times.
- It was stated that Bus and tram stops should be located on or adjacent to pavements and should be readily and easily accessible to transport users without the person having to cross cycle tracks
- It was stated that where bus or tram shelters are provided, they should contrast against the surrounding background. The placement of shelters should not compromise the clear pavement width and any glazing on a glass-fronted enclosed shelter should incorporate manifestations on the glass between 850-1000mm and again between 1400-1600mm.
- It was stated that the proposed protected junction design is not safe. The refuge islands were stated as being far too small and do not provide enough of 'careful turn' by the driver so that the drivers are meeting the people cycling / using mobility cycles at nearly 90 degrees.
- Concerns that the scheme over-compensates for cyclists at the expense of vulnerable pedestrians, particular at boarding buses where cycle lanes are present.
- Further concerns over bus islands for visually impaired people, especially where crossing cycle lanes is required.
- It was requested to not proceed with locating bus-stop poles 40cms in from the curb, instead of the <10cm which has traditionally sufficed. It was stated that

this type of relocation is dangerous because it disrupts the legibility of both the pedestrian footway.

- It was stated that there is not enough accessible detail as to the proposed height of stepped kerbs a). between footways and cycle tracks, and b). between cycle-tracks and carriageways. It was also stated that visually impaired pedestrians rely on having a longitudinal kerb to demarcate the edge of the footpath.
- Concerns over cyclist safety with regards to cycling on the inside left and left hook incidents.
- Concerns over right hand turns for cyclists at junctions.
- It was stated that a major difference between the Dutch model and the BusConnects proposals is that cyclists turning left are unnecessarily brought inside the traffic signals.
- Concerns that cyclists are required to perform a chicane maneuvers are various locations.
- It was stated that stop line for cyclists will result in poor positioning of cyclists at traffic signals.
- It was suggested that protected junctions be incorporated into the scheme to allow cyclists to turn left safely.
- I was requests that measures to be incorporated into the design to prevent cars parking in cycle lanes.
- It was suggested that CCTV be used along cycle lanes.
- It was requested for the removal of parking spaces along cycle lanes.
- It was stated that segregated cycle lanes must bypass bus stops [cycle lane continues around the rear of the bus stop] otherwise it will create too much conflict/danger between cyclists and buses merging at bus stops.
- Concerns over the scheme implying that drivers have to get way to cyclists when taking a left-hand turn.
- Multiple requests for several residents over for the preservation of trees along the scheme.
- Dissatisfaction of the widening of the road with have on green infrastructure.
- Disappointment with the level of detail supplied on your web site regarding the engine emissions from busses.
- It was stated that the NTA be informed of the Urban Transport Related Air Pollution (UTRAP) group which jointly convened by the Department of Environment, Climate and Communications and the Department of Transport to examine and identify ways to reduce transport related air pollution.
- A corporation wanted to point out that any land use should be subject to discussions with the company with regards to underground services.
- It was stated the importance of the vulnerable people in society are at the top of the road users hierarchy and thus the scheme needs to incorporate their needs more, with specific reference to travel time to bus stops, footpath widths and pedestrian crossings.
- It was requested that the scheme uses the opportunity is to improve the public realm and make villages and communities livable, walkable, clean, safe places.

- It was stated that no consideration was given to individuals who are reliant upon cars due to mobility issues.
- A corporation requested a 24/7 bus service to allow night-time shift workers public transport to work.
- It was suggested that the BusConnects scheme accounts for the changes in society brought about by the Covid-19 pandemic, most notably with regards to remote workers.
- It was stated that the NTA should consider carrying out quality audits of the proposed design in respect of cyclist and pedestrian facilities in accordance with DMURS.
- Taxation should be used in Dublin City Centre to reduce cars parked there.
- It was suggested that the NTA encourage students to cycle instead of using buses through the scheme.
- The NTA needs to ensure that the buses are not regularly over capacity, thus making them more reliable to users.
- It was recommended that BusConnects should encompass a demand management study, or tie into DTTAS' five cities demand management study.
- It was requested that the bus stop on the North of the road outside Fr. Collins Park be moved East by approximately 50m therefore negating the need to encroach into the Park.
- Requests for clarification as to why junctions are staggered in some locations.
- Requests in various locations that pedestrian crossings be continuous and not staggered.
- Requests for the use of CCTV cameras along the scheme.
- It was requested that Park and Ride must be provided in the county/outside M50 before or at the same time as the core bus corridors.
- It was requested that free public transport for under 23-year-old people should be costed and introduced as a community gain initiative.
- Requests for the rollout of Environmentally Friendly Bus Fleet be prioritized.
- Provision for Local Area Bus Services for local community/village mobility was requested.
- Requests for every tree that is removed must be replaced with a semi-mature native tree.
- Concerns that the cycle lane widths are too narrow for novice cyclists alongside vehicles.
- It was stated that Toucan crossings are off-putting that they indicate the primacy of cars.
- Calls for the minimization of obstacles on footpaths.
- It was requested that taxi not use bus lanes.
- For the goal of creating a modal shift in transport, a point was made by a representative association that the proposed active travel networks need to be more convenient, more competitive as transport options than driving a particular route.
- It was suggested that bike parking should include additional disabled bike parking spaces, cargo bike spaces and should be in visible, busy locations. It was

also stated that it should repurpose car parking spaces where possible and not used to reduce allocated space to pedestrians.

- A suggestion was made that the default programming for pedestrian lights be that they remain green at all times when there is no conflict with motor traffic.
- It was stated that no road should be widened at the expense of any neighborhood public realm.
- It was stated that information, reports, maps, etc. for the BusConnects scheme was difficult for people with disabilities to review.
- It was stated that there was no account of the effects the BusConnects scheme will have on people with disabilities.
- It was stated that having islands near or as part of the bus stop design is compromising the safety of persons with vision impairments.
- It was stated by a representative association that considerable additional resources will be required to train persons with vision impairments to navigate the changes in the infrastructure including proposed new transition points along the Core Bus Corridor.
- For the cited corrosion and maintenance as the primary reason for the removal of yellow bus stop poles, a representative association suggests the NTA consider surrounding the new stainless steel poles with a rigid yellow coloured plastic sleeve – enclosed with heat shrink coloured tubing – or wrapped with coloured vinyl film.
- It was suggested that all footways need stepped kerbs which should be a minimum of 100mm high, and flat-facing.
- It was stated that an Environmental Impact Statement is required (as per the Development Act (2000)), and the impact on blind and partially sighted pedestrians and passengers must be a serious component of this EIS.
- It was requested that pedestrians and cyclist be prioritized at junctions and if possible, allowed to be kept going when in cases there is no traffic.
- It was suggested that where there is no 'buffer' between a kerb separated cycle lane and the roadway, bollards or orcas should be installed to emphasize the physical segregation.
- The rep association stated that the National Transport Authority needs to recognize in its proposals that a short and easy walk between stops for someone with full vision is often much more difficult for someone who is blind or vision impaired. And that the NTA needs to account for all people with disabilities. Several potential issues were raised in the submission, including initiating a travel assistance service.

APPENDIX B

SUMMARY OF ISSUES RAISED, BY TOPIC IN THE SECOND AND THIRD PUBLIC CONSULTATION

Accessibility/ Traffic Impact

- It was stated that the current traffic arrangements will only be made worse as the traffic cannot turn from Fairview as it is, never mind trying to get two lanes to turn in the same space
- It was stated that it would be imperative that the traffic light system at the junction of Belmayne Street Avenue bus exit would allow a right turn for vehicles exiting from the street immediately opposite - currently there is a no right turn sign at this junction
- There is significant local concern that the remodelling of the Malahide Rd/Gracefield Rd/Ardlea Road roundabout to a fully signalised junction will slow down traffic flow, particularly at peak hours. Requests for light sequencing be given careful consideration to prevent any reduction in flow.
- It was noted that a turn right filter lane on the Malahide Road southbound side of the Collins Avenue junction (I hope) - this is welcome particularly if accompanied by a traffic filter light sequence.
- It was noted that Malahide Road is very busy and congested as it is and to propose to widen it and make it even more active, with zero thought to traffic calming measures shows a real lack of imagination. It was noted that they have already have a bus lane outside the front of the driveway, and need to enter and exit the home daily with the constant risks associated with turning out onto and in from active oncoming traffic in both directions along with cyclists, buses and taxis using the already established bus lane.
- It was suggested that the design team re-evaluate the current plans and look at alternative ways to maximise traffic flow outside our home. An example could be to establish a "Virtual Bus Lane" like what we see on Dublin City Quay's where using lights could give buses right of way to maximise the current bus lanes as well as provide traffic calming measures.
- A resident stated the scheme discriminates against motorists.
- Concerns over access to local schools and the redirection of traffic.
- Concerns over the plans and scheme being continually watered down to a point in which the new scheme is not meeting its primary goals.
- A Residents Association expressed concerns regarding east-west traffic at the Oscar Traynor Road-Malahide Road junction and at the Artane Roundabout due to increased activity and future developments planned in the area. The group asks if a traffic impact survey has been carried out for current and future traffic conditions for the new signalised junction layouts. (Map 8, Map 11)
- Concerns raised that there may be poor uptake of new cycle facilities if there is not sufficient encouragement. A Residents Association cite ongoing experience at Artane Roundabout where many cyclists do not use the cycleway, instead taking the more direct and dangerous path through the roundabout. (Map 14)
- A resident voiced their objection to the removal of the bus stop at the Donnycarney Road/Malahide Road junction, stating that residents of Donnycarney West estates depend on it for bus links to the city centre. (Map 18)
- A resident voiced opposition to the removal of a bus stop at the Clarehall Junction as it may cause accessibility issues for older people wishing to use bus services. (Map 7)

- A resident expressed concern of the impact the removal of slip roads at Clarehall Shopping Centre may have on traffic. (Map 7)
- Concern raised over the traffic impact of the future junction of Belcamp Parkway with Malahide Road. With the addition of this junction there will be 4 traffic signals within 400m of each other, which they say could lead to delays for buses and other traffic. (Map 6)
- A corporation wanted to raise the issue of accessibility of trucks and lorries, that there should be adequate space for lorry to deliver products to stores. This is with particular reference to cycle track locations
- A corporation has significant concerns about the accessibility of tucks/HGVs to the Clarehall shopping centre.
- Requests have been made for the traffic modelling for the removal of the left turn slip road at Clarehall.
- At the Map 14 junction, it was stated that the main access for trafficking heading north to access the St Brendan's Avenue and the McCauley area was imperative for the right turning lane is long enough to facilitate the number of cars making this right hand turn as any tailback here will block the lane heading straight the junction.
- It was suggested that at Mount Dillon/Brookville a similar right-hand turn at the entrance to Coolock Village would provide another access into St Brendan's and relieve some of the pressure on junction.
- It was suggested to incorporate local knowledge more into the traffic modelling.
- The proposals to eliminate the right turn from the Malahide Road onto St Brendan's Avenue is a good idea but will only work if the design of the junction is such that it will be impossible to make the turn. The proposal to route cyclists along St Brendan's Avenue on the basis of "Quiet Street Treatment" cannot succeed due to the road being too narrow.

Driver and Pedestrian Safety

- It was noted that the distance from the houses to the current traffic is not acceptable along maps 20 to 21.
- It was noted that outbound, a small CPO would improve safety at this bus stop island with no private residents effected.
- We urge the NTA is uphold the proposal to close Haverty Road to general traffic as set out in Clongriffin To City Centre Core Bus Corridor project and to implement these measures with expedience, as there is no advantage in delaying
- A pedestrian safety concern (from a potential assault) here is the lowered wall bordering the Pinebrook estate and St. David's - if a new boundary wall is being built in its place would it not be more beneficial to remove the wall completely rather than lower it so it could not be used to corner someone against?
- It was stated that there have already been several accidents outside a certain number of homes in the past two years that we have witnessed due to careless driving both inside and outside the bus lanes. Given there are no calming traffic measures in place; there are many motorists who drive either above the speed limit in a rushed effort to get past traffic towards Fairview, which in turn creates a real lack of patience and consideration to allow us to turn in or out of the driveway

- A resident of Haverty Road has described how cars in both directions has totally overwhelmed the physical abilities the road to cope, describing it as 'plain dangerous.' The resident requested the need for the cul de sac measure to be introduced. The resident described how upwards of 80 motorists an hour at peak hours are ignoring extensive road signage prohibiting them from turning right onto Haverty Road.
- A resident has an objection to proposed bus stop move. The rationale for BusConnects proposed move is to relocate the bus stop closer to Killester Avenue and the pedestrian facilities at the junction. The resident believes proposed location does not achieve this. Also planned is the reduction of the footpath to 2 meters. The proposed location of this bus stop is at the narrowest point of the current footpath which is plus 3 meters. The current location has approx. 5 meters of footpath. The resident stated that moving the bus stop directly outside his door would block both his and his neighbour's sightlines and would impact him on entering and exiting the property. This is one of the busiest transport routes in and out of the city centre any potential bus stop moves should be considered carefully with regards to road safety. Moving the stop to the proposed location could deem his driveways unusable as we would not be able to enter/exit the properties safely as our sightlines would be impaired by both a Bus Stop/Shelter and pedestrian waiting for the bus.
- A resident on Haverty Road has been monitoring rat-run traffic on the road between 4.30pm and 6.30pm. The resident stated that despite efforts of Gardai who were on the road for short period on some dates from October - January, the situation is still on-going, with an average of 90 cars an hour breaking the no right turn. Along with other residents she appreciates that the NTA considered this issue raised in previous consultation period, and very much welcomes the proposal, set out in the new plan, to block one end of Haverty Road to motor traffic.
- A resident noted that the plan for Clare Hall Junction on Malahide Road includes enhanced pedestrian and cyclist facilities. The resident stated that the current situation at that junction is extremely cumbersome for pedestrians to navigate e.g. to get from Tesco to Hilton. The resident welcomed the fact that pedestrians are being considered in the plan, and that facilities at this junction will be enhanced.
- It was noted that maps 1, 6, 7, 8, 11, 12, 18, 19, pedestrian crossings through the medians should be aligned in a straight run rather than staggered
- It was noted that for maps 18-19, the footpaths appear excessively narrow in places.
- It was noted for maps 18-19, it is unclear from the drawings if raised tables are proposed at some of the junctions along the Malahide Road.
- It was noted that for maps 8, 12, 13, 14, bus stop too close to pedestrian crossing/junction.
- Request that the speed limit will be reduced to 30km/h.
- Concern with regards to the 50mm upstands, siting pedestrian and cyclist safety as an issue. He suggested to use linear hedgerow as a replacement.
- Concern over traffic build up and driver safety over the removal of left run slip roads. Also concern with taking right turns where bus lanes extend to junctions.
- Concern over the bus gates being 24-hour operational.
- Concern over the commute that school children will have to make. The resident did not feel that using public buses was suitable for school children. Concerns also over traffic congestions, pedestrian safety and impacts on local heritage.

- Concern over the number of road lanes that makes pedestrian journeys across the road more difficult.
- Concerns raised over speed limits on Malahide Road being ignored, particularly by HGVs during evenings when the Port Tunnel is closed. Resident says a lack of enforcement means it is “an accident waiting to happen”. (Map 16)
- Concerns over driver safety voiced by a Malahide Road resident due to CPO of garden/driveway. Resident currently struggles to park on their property and must back cars out onto main road due to limited space; they worry this will worsen with more traffic coming from city centre (Map 20).
- A resident of Haverty Road raised concerns over traffic cutting through the area at high speeds to avoid traffic elsewhere, creating unsafe conditions for pedestrians. Several recent near misses described. Resident calls for traffic calming measures to be introduced as soon as possible to prevent this. (Map 21)
- Requests for information with regards to roundabouts becoming fully signalised and their implications to off-peak usage.
- Footpath widths were not sufficiently wide for several residents.
- Concern has been expressed by vulnerable road users and their families about island bus stops and their accessibility.
- I was stated at the Priorswood Road/Blunden Drive junction, there is no stop provided on the western (Priorswood Road) arm of this junction. An additional stop should be located on the outward side of this arm, to facilitate connections onto routes D2 and L80 westbound.
- It was stated that bus stops represent major conflict points in all the core corridor plans with particular reference to buses pulling in to access bus stops while children may be cycling in their blind spots.
- Concerns over the safety of bus islands for pedestrians.
- The NTA were requested to bring in measures to prevent cyclists from using footpaths.
- It was stated by a representative association that there are several very specific elements of the Shared Space, Shared Surfaces design approach that cause anxiety for people with disabilities and other vulnerable streetscape users, namely:
 - The removal of signal-controlled crossings.
 - Courtesy crossings, which are not signalled, depend on the ability of the pedestrian to negotiate a roadway crossing through eye contact with the motorist/cyclist which is a complicated and uncertain process.
 - The concern that the person will not have sufficient time to cross the road or will have incorrectly understood the giving of permission from the motorist/cyclist to cross the road.
 - The removal of kerbs is particularly problematic for people who have a visual impairment as kerbs provide a way-finding function. Pedestrian interaction with cyclists is of particular concern to vulnerable streetscape users where cyclists are not required to dismount when passing through a shared area or where cycle lanes with no kerb demarcation are routed through a shared space environment.
- Requests that pedestrian crossing signals allow for adequate crossing times.
- It was stated that Bus and tram stops should be located on or adjacent to pavements and should be readily and easily accessible to transport users without the person having to cross cycle tracks

- It was stated that where bus or tram shelters are provided, they should contrast against the surrounding background. The placement of shelters should not compromise the clear pavement width and any glazing on a glass-fronted enclosed shelter should incorporate manifestations on the glass between 850- 1000mm and again between 1400-1600mm.
- It was stated that the proposed protected junction design is not safe. The refuge islands were stated as being far too small and do not provide enough of 'careful turn' by the driver so that the drivers are meeting the people cycling / using mobility cycles at nearly 90 degrees.
- Concerns that the scheme over-compensates for cyclists at the expense of vulnerable pedestrians, particular at boarding buses where cycle lanes are present.
- Further concerns over bus islands for visually impaired people, especially where crossing cycle lanes is required.
- It was requested to not proceed with locating bus-stop poles 40cms in from the curb, instead of the <10cm which has traditionally sufficed. It was stated that this type of relocation is dangerous because it disrupts the legibility of both the pedestrian footway.
- It was stated that there is not enough accessible detail as to the proposed height of stepped kerbs a). between footways and cycle tracks, and b). between cycle-tracks and carriageways. It was also stated that visually impaired pedestrians rely on having a longitudinal kerb to demarcate the edge of the footpath.

Cyclist Related Safety

- Map 16, outbound. I understand there is a conscious effort to keep the heritage wall in place. In this instance I propose you route the cycle track inside the wall or knock and rebuild a portion of the wall with a small curve for a bus stop island.
- Would it not be safer to include a cycle lane that could be extended on the Belmayne side of Clarehall Avenue rather than just on the Clarehall Shopping Centre side?
- On map 1-2 there is no cycle link between Clongriffin Main Street's cycle lanes and the DART station.
- We strongly recommend that you use Dutch-style protected junctions along Malahide Road. Good examples include Griffith Avenue (CBC2, map 29) and Whites Cross on the N11 (CBC 13, map 27). The Gracefield Park junction on map 14 is very close to a high-quality Dutch-style protected junction. Some of the non-Dutch-style junctions included on this CBC have issues. For example, Clarehall Avenue (map 6) it is unclear how anyone cycling into or out of that road makes a right turn. At the Clarehall Shopping Centre junction (map 7) it is impossible for someone cycling out of the shopping centre to turn right up Malahide Road towards Clongriffin. The junction of Malahide Road / Marino Mart on the Clontarf to City Centre cycle route is a good example to follow here as it also only has pedestrian and cycle crossings on two arms of the T-junction. Another good example is Con Colbert Road (CBC7, map 18).

- A resident remarked that for the most part CBC1 uses bus stop bypasses effectively across the corridor. There are some exceptions. Map 12 doesn't use a bus stop bypass design. The resident requested that the cycle route move onto the adjoining service street before the bus stop to avoid this bus stop conflict. On the Clontarf to City Centre cycle route by moving a few bus stops closer to where people needed them they were able to convert all bus stops to include bus stop bypasses.
- A resident remarked that one technique for increasing the safety and comfort of people cycling is a horizontal buffer between the cycle track on the road. He went onto say that safety and comfort are two of the five needs of a cyclist from the National Cycle Manual. He suggested that this is normally just a simple grass of paved strip of 50-100cm between the cycle track and the adjacent bus lane and said it should be done where the space is available and the speeds on the adjacent road are high. He recommends it be included on map 6-11 on this corridor where doing some would not require the removal of trees.
- It was recommended that the design of private entrances and minor side roads be re-examined. On maps 9-11 the side road entrances are large, and the cycle track loses all segregation and reverts to a painted cycle lane. On maps 17-19 there are examples of minor side roads where the pedestrian crossing is raised but the vehicle stop line is too far forward. It was recommended that this corridor uses the designs seen on Clontarf to City Centre cycle route or on the Rock Road (CBC15, map 4). This junction design includes a raised and continuous cycle track and footpath. The stop line for motor traffic is set back. The Clontarf to City Centre cycle route designs make it clear through the material used that the footpath and cycle track are continuous. The traffic entering or exiting this side road are crossing the footpath and cycle track.
- A resident stated he firmly believes that cyclists will not re-direct off Malahide as in the current proposal and they will still look to use the current and proposed bus lanes, creating even more complexity to enter and exit our home.
- It was remarked on map 12, that there is risk of conflict between cyclists and people waiting at the bus stop near Malahide Road / St Brendan's Drive. He requests further detail and states that the situation occurs on other maps.
- It was remarked that on maps 18-19, the diagonal cycling crossing at the junction of the Malahide Road with Griffith Avenue and Copeland Avenue is unusual.
- It was remarked on maps 18-19, areas to alight/dismount buses appear to directly conflict with cycle lanes, particularly if shelters are proposed.
- It was remarked on maps 2, 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21 that for mobility/sight impaired boarding and alighting passengers to safely access/egress from the stop waiting area to the pavement, one of three safety control measure options would need to be included in the final design. These would be:
 - on the cycle lane control measure instructing cyclists to yield to pedestrians will need to be introduced (As per map 5 Bray>City Leeson street upper bus stop)
 - the cycle lane would be on the roadway and not the pavement

- the cycle lane will be on the non-kerbside of the pavement with the pedestrian walkway at the kerbside to allow bus passengers access the walkway without crossing a cycle lane. (As per Navan Road maps 14, 15, 16, 17, 19)
- It was remarked on maps 12: Malahide Road South at St. Brendan's Avenue – The cycle track could merge off the main road earlier for safe passage across St. Brendan's Drive. The resident stated that by changing priority in favour of North/South, Street. Brendan's Avenue cyclists will have a safer route as well as avoid conflict at the bus stop and avoid two pelican/toucan crossings. The residents noted that while cyclists may have to slow more to navigate this route, he believed it is safer and reduces the chances of cyclists being 'left-hooked' by turning vehicles.
- Concern over the Dutch Style Roundabouts, with regards left turning traffic conflicting with cyclists going straight ahead. Also, the resident stated that pedestrians should have space between cycle paths and motor traffic to wait to cross the road.
- The resident wanted to emphasise the use of continuous footpath and cycle tracks and that they should meet all the statutory requirements.
- Concerns raised over cycle tracks and adjacent bus lanes along routes.
- Concerns that there are no cycle tracks on all arms of junctions in some locations of the scheme.
- Concerns over no cycle tracks along Main Street to Clongriffin train station.
- Concerns about the lack of buffer space between the cycle track and the adjacent traffic lane particularly at the petrol station on the Malahide Road. Requests that cycle track be beside the footpath with the grass buffer between the cycle track and the road.
- Concerns over the proposed Brookville Park junction where it will be changed from a 2-way junction to a one-way junction. The association raised concerns about cyclist safety where cyclists will be exposed to traffic both ways.
- A Residents Association expressed concern that St Brendan's Avenue is "anything but quiet", particularly in mornings, leading to difficulties for cyclists on the proposed route. (Map 12)
- A resident raised the point that cyclists may not use the quiet streets at Marino if it is significantly slower than travelling on the main Malahide Road, especially if it results in additional wait times at traffic signals. (Map 21)
- A resident has voiced concerns over speeding cyclists along quiet streets, such as Haverty Road, and supports measures to encourage slower and safer cycling in these areas, such as ramps. (Map 21)
- A resident raised concerns that the proposed cycle facilities at the Malahide Road/Tonleagee Road junction has little space to accommodate cyclists, and that the cycle route should follow the Santry River. There is already an existing path along the river that can be upgraded, and this would tie into a greenway along the river proposed under the Greater Dublin Area Cycle Network Plan. (Map 11)
- Concerns over cyclist safety with regards to cycling on the inside left and left hook incidents.
- Concerns over right hand turns for cyclists at junctions.

- It was stated that a major difference between the Dutch model and the BusConnects proposals is that cyclists turning left are unnecessarily brought inside the traffic signals.
- Concerns that cyclists are required to perform a chicane manoeuvre.
- It was stated that stop line for cyclists will result in poor positioning of cyclists at traffic signals.
- It was suggested that protected junctions be incorporated into the scheme to allow cyclists to turn left safely.
- It was requested that measures to be incorporated into the design to prevent cars parking in cycle lanes.
- It was stated that the cycleway and walkway between St David's Wood and Malahide Road results in pedestrians and cyclist getting corralled into a location away from the natural surveillance of the road way and therefore becomes uninviting and indeed hostile users especially at quiet times of day.
- It was suggested that CCTV be used along cycle lanes.
- It was requested for the removal of parking spaces along cycle lanes.
- It was stated that segregated cycle lanes must bypass bus stops [cycle lane continues around the rear of the bus stop] otherwise it will create too much conflict/danger between cyclists and buses merging at bus stops.
- Concerns over the scheme implying that drivers have to get way to cyclists when taking a left-hand turn.

Environmental Sustainability

- A resident stated that by increasing the lanes outside his house, 50 Malahide Road, from 3 lanes to 4 not will only increase the amount of traffic and air pollution/ noise etc.
- It was stated that the new fleet of 600 buses are hybrid which does not do anything for air pollution.
- A resident asked why the road could not be used for local access and a dedicated electric bus corridor? He stated that it would be possible with immediate effect and greatly reduce pollution in the area along map 20 to 21.
- A resident stated that he had significant complaints about road noise from residents on the St Brendan's Park/Drive side of the road - additional tree planting along this stretch would be very beneficial.
- A resident had the following questions and remarks:
 - What noise and pollution levels are currently being base lined, and which independent authority have overseen these figures?
 - What's the new figures to be complied with, considering all lanes of traffic? What are the boundary points being taken for noise and toxic pollution?
 - When the agreed figures are exceeded who has the authority to stop the traffic? Enforcement?
 - Also, the Malahide Road is used on a regular basis when the port tunnel is not operational. How will the increased traffic and narrowed lanes cater for this impact?
 - As previously stated, the road width is simply too small to cater for 4 lanes of traffic and the noise and toxic pollution will greatly exceed all guidelines both locally and internationally

- A resident expressed concerns over increased pollution levels from increased traffic flow on Malahide Road due to the addition of a traffic lane and congestion when port tunnel is closed. The resident is also concerned about garden land take bringing pollution closer to homes. (Map 20)
- A resident expressed concerns over air quality for cyclists and pedestrians; suggested that more trees be planted on Malahide Road. (Map 16)
- Multiple requests for several residents over for the preservation of trees along the scheme.
- Dissatisfaction of the widening of the road will have on green infrastructure.
- Disappointment with the level of detail supplied on the website site regarding the engine emissions from busses.
- It was stated that the NTA be informed of the Urban Transport Related Air Pollution (UTRAP) group which jointly convened by the Department of Environment, Climate and Communications and the Department of Transport to examine and identify ways to reduce transport related air pollution.
- A number of residents in the Artane area expressed their concern of the environmental impacts reducing the front space of their homes would have. This is with specific reference to noise and air quality. Requests made to have green landscaping reinstated to reduce pollution in this property.

Land use

- The access to the driveway onto the main Malahide Road is via electronic metal gates that are locked when not in use. He stated that the gated environment is vital the safety of his family and pet given how dangerous Malahide Road would be without this protection. The homeowner states that consideration must be given to access/egress of the house.
- The driveway, 64 Malahide Road, can accommodate our two motor vehicles safely, of which we use two cars daily to go to work in different parts of the City. The residents stated that they need every inch of the current driveway to perform a safe turning circle as they cannot reverse in or onto the Malahide Road given it is such a busy and active roadway. They believe it is impossible to take one or two meters off the driveway and still achieve this safe turning circle.
- It was noted that, 64 Malahide Road, is a listed premium period property dating back to the 18th Century. The driveway and surrounding gardens have been constructed and maintained in keeping with the look of the property. While the house is protected, equally the gates on our driveway can only be maintained and painted under strict conditions. To propose to remove these and shorten the driveway will severely negatively impact on the aesthetics of our property and will impact the overall value and desirability of the property.
- It was noted that this is a very busy stretch of road with pollution at one of the highest levels in the city and now you are going to increase it by adding another lane of traffic. When the port tunnel is out of action trucks are often stationary outside the houses increasing the pollution level for hours on end. By reducing our gardens BusConnects is bringing traffic and with it pollution and increased noise levels closer to the houses. The foundations of the properties will be undermined by the extra lane. At the end of the day the value of the properties will be reduced considerably.
- Objection to the scheme, citing land take of their property as a major issue.

- A resident noted concerns over the impact that an additional lane of traffic will have on the foundations of houses on Malahide Road. (Map 20)
- A Malahide Road resident expressed concerns that they have not been informed of the exact land take on their property and request that they be provided with this information. (Map 20)
- Several clubs have expressed their wish to receive confirmation from the NTA that they will be compensated appropriately for land take, as well as other associated costs and considerations. (Map 18)
- A Malahide Road resident voiced their opposition to land take as part of the CBC01 plans and expressed concern over the amount of their garden that would be lost under current plans. They also state their desire to reach a compromise with the NTA for themselves and their neighbours. (Map 14)
- A corporation wanted to point out that any land use should be subject to discussions with the company with regards to underground services.
- A number of residents in the Artane area expressed their disapproval of having the space to the front of their homes reduced. Concerns were raised over insufficient parking space, both private and commercial, access for people with disabilities and over-compensation they would receive.

Social Impact

- It was noted that , if this proposal was to go ahead in its current form, it would bring traffic considerably closer to his home by one to three meters which would create a considerable increase in traffic noise as well as an invasion of his privacy, in particular from bus passengers. Equally, if this plan was to proceed in its current form, there would be a lengthy amount of construction time involved that would impact on our quality of life and cause more traffic congestion for the residents to be able to access and exit their homes not to mention a serious heightened health and safety concern.
- It was noted the need for a frequent and reliable public transport system is critical to the operation of the airport for the movement of both passengers and employees. In this regard, the association requested that consideration is given to the provision of shuttle bus/connector services between routes such as the Clongriffin and Swords routes (routes 1 & 2) via the R139. To this end, the association would be happy to engage with the NTA to further discuss passenger and employee needs.
- It was noted that on map 11, it is unclear if the car parking spaces on Brookville Road are servicing visitor parking for houses or the neighbourhood amenities. Consideration could be given to accessing these spaces from the Brookville Park instead of Malahide Road.
- It was noted that on map 15, the wall between Malahide Road and St David's Wood is indicated to be lowered. It is unclear if this is to provide an acoustic / security function for neighbouring housing. Further detail is required
- A resident stated that the scheme will have devastating impacts on local villages, with particular reference to listed heritage buildings, along the proposed route and that the scheme is in conflict with the Dublin City Development Plan.
- Concern over the distance between bus stops, citing long distances to travel, particularly for elderly, as an issue. The resident gave several locations of concern.

- Disapproval of the scheme on the grounds that it will negatively affect OAPs and schoolchildren, disabled and public.
- Concern over impact of closing of roads to buses only to disabled and elderly people.
- A resident has raised their concern over increased traffic sounds at their home due to the loss of part of their garden and the associated trees as part of the new road layout. The resident has children with disabilities (notably a child with ASD and Sensory Processing Disorder) who will be significantly impacted by increased light and traffic sounds. (Map 20)
- It was stated the importance of the vulnerable people in society are at the top of the road users hierarchy and thus the scheme needs to incorporate their needs more, with specific reference to travel time to bus stops, footpath widths and pedestrian crossings.

Heritage

- Additional tree planting along the church carpark boundary, close to the Collins Avenue/Malahide Road junction, would be a nice gesture to the local community
- It was noted on map 6-7, there are large areas of hard-landscaping at corners of the main junction with possible opportunities for greening. Planting along the central medians is welcome.
- It was noted on map 8, there is an opportunity to rationalise the number and width of hard landscape paths to increase the areas for greening.
- It was noted on map 11, there are large areas of hard-landscaping at corners of main junction with possible opportunities for enhanced greening.
- It was noted on map 18-19, there are greening opportunities along the central medians for low level planting and at some of the junction.
- It was noted on map 19, green verge previously proposed under the first round of public consultation along Malahide Road (on Copeland Avenue side) has now been removed. The reasons for this are not clear.
- It was noted on map 21, significant greening opportunities exist at the junction with Clontarf Road.
- Disapproval of the scheme on the grounds that the existing road is too narrow and the effects the scheme will have on existing heritage.
- A resident has expressed their strong opposition to the loss of any trees around Donnycarney Church and opposes the loss of trees on the route as a whole. (Map 17)
- It was requested that the scheme uses the opportunity is to improve the public realm and make villages and communities liveable, walkable, clean, safe places.
- It was stated that no consideration was given to individuals who are reliant upon cars due to mobility issues.

New ideas/ Suggestions

- It was noted that there are discrepancies in the maps and information published and issued by BusCconnects which are misleading to the residences.
- It was noted map 7, inbound. This bus stop is located beside a brown field site that currently has planning permission submitted for a block of apartments. A small CPO

here could be incorporated into the development. Alternatively move the bus stop closer to the city and use the green space at Grove Park to provide for a bus stop island.

- It was noted on map 12, inbound. A bus stop island can be provided here by installing a traffic chicane on St Brendan's Avenue.
- It was noted on map 14, outbound. A small CPO of a front garden could provide for a bus stop island.
- It was noted on map 16, inbound. The resident requested to know why BusConnects would not use a bus stop island here as you are planning to CPO the park anyway.
- It was requested to insert a buffer or physical barrier between the cycle lane and the bus lane on maps 8, 9 and 10.
- It was recommended across the route raised cycle lane tables/ramps should be used at all junctions without traffic lights.
- With regards to the proposal to remove the current bus stop located at Daniele Road Artane, it was stated that this will now make the gap between the Artane Roundabout and Killester Avenue bus stops in excess of 600m. The resident stated his favour for bus stop rationalisation of the new distance as it will be greatly in excess of the 400m average. He proposed that if that bus stop is to be moved it is moved to the opposite side of the traffic lights in map 16. This is where the pedestrian crossing is. He noted there is no pedestrian crossing on the near side of Killester Avenue. He requested the stop be located on the near side of Killester Avenue in map 15. He also requested the stop be moved closed to the junction at the green space indicated on the map. The open green space would allow several options including bus lay by or wrap around cycle lane. He also stated that a third option would be to move it closer to Kilmore Road which allow a more even distance (400m) between the 3 bus stops in the section. (Artane Roundabout\Killester Avenue and Donnycarney Park)
- It was noted on map 11 slip roads to and from Tonlegee Road and into Brookville Crescent removed.
- It was noted on map 14 & 15 bus stops removed in both directions.
- It was noted on map 18 outgoing bus stop opposite Clancarthy Road removed.
- Dublin Airport is supportive of the provision of additional transportation measures which will facilitate the travelling public. In this regard they note the radial aspect of the scheme and its focus on access to Dublin City Centre. They request that the scheme provide ample consideration and access for shuttle/supplementary services to link adjacent routes and residential areas into the CBCs. As Dublin Airport is such a significant employer it is important that the public transport provision meets the needs of the airport, it's passengers and employees. In this regard they request the provision of extended hours services and 24/7 services wherever possible. They also welcome the provision of safe and segregated cycle-paths to encourage commuting, particularly from the northern hinterland area of the airport where many employees are based. In this regard they request careful and close consideration of the residential areas that these cycle paths will serve to ensure easy access that will encourage this mode of travel. They recognize the

importance of the BusConnects CBC project in reducing trip times. They would advise however, that any proposals that are subject to development on lands owned by Dublin Airport should be subject to further detailed discussion and approval prior to progression. In this regard, they look forward to engaging with the NTA to facilitate the progression of a more efficient and effective public transport system as it pertains to Dublin Airport and more generally to the Greater Dublin Region.

- It was requested for increased footpath widths with regards to the Covid-19 pandemic, that it might be beneficial to consider adding a few centimetres on to footpaths where there is scope within the current proposals. Island bus stops: some sort of cyclist calming measures would be useful to protect particularly vulnerable bus users eg. flashing warning lights for cyclists.
- A suggestion was raised for more information to be made available to the public with regards to bus gate, their implementation and the impact on public.
- Objection to the scheme and his disapproval of the public consultation process, the timing of the events during a pandemic, the accessibility of information, the ability of the public to submit criticisms and receive feedback.
- Disappointment with the level of detail supplied on your web site regarding the engine emissions from busses.
- A resident wanted to suggest the following ideas:
 - Propose and trial a cashless bus ticket system
 - Synchronise traffic lights - use independent and private company
 - Introduce congestion charges
 - Introduce more carriages on Luas system
 - Consider Park & Ride locations free bus services
 - Introduce a school bus system.
- Objection to widening of roads, expressing concerns with regards to increased traffic, pedestrian safety and environmental implications. The resident wanted to suggest that private car use be restricted during morning and evening rush hours
- Request for extension of submissions until mid-January.
- Request for further information and details on taxi arrangements for the scheme. With particular concerns over the distance the public need to travel to taxi bays and public safety in their travel to taxi bays.
- Request for cycle lanes to be completely segregated to encourage more people to cycle.
- Suggestion for having more one-way roads to make more space for cyclists and pedestrians where feasible.
- Suggestion that bus shelters be not used for advertising.
- Concerns over the length of time it will take to implement the scheme.
- A resident suggested new ideas to increase cyclist safety:
 - Immediate implementation of a law/regulation requiring cyclists to wear approved safety helmets.
 - Introduction of a cycling test to obtain a licence to cycle on any public road.
 - Rigorous policing of cyclists to the same extent that motorists are policed.
- Objection to the Dublin-style junction design proposed as part of BusConnects with the association stating that it does not meet the needs of cyclists and results in an untenable safety scenario where people cycling are vulnerable. The association urges the NTA reconsider and implement Dutch designs in an Irish context.

- Recommendation to expand cycle tracks to 2.25m in width where there is extra space.
- Reduction in size of Crown Paints junction in order to reduce car speeds all that particular road.
- Suggestion to close the Elm Road junction, due to it being another entrance off the Malahide Road that creates another conflict point with people cycling.
- A point was raised that the transition for people cycling from the two-way cycle track onto Brian Road is still a little complicated. Suggestion to close the left turn into Brian Road.
- Suggestion to use the dedicated right-turn lane into St Aidan's Park from the Malahide Road as a safe cycle lane.
- Suggestion to add more grassed verges at the Northern Cross Junction.
- Suggestion to add more grassed verges at the Belcamp Parkway Junction.
- Objection and concerns over the scheme for disabled and elderly people in society. Concerns over the travelling distance for disabled people to bus stops. Concerns over islands being too small for wheelchair users. Disapproval of bus stop designs. Recommendation to use cyclist speed reducing measures. Concerns over white line segregation on footpaths and inside parked cars cycle lanes. Overall disapproval of the public consultation process with regards to the disabled members of the community.
- Concerns raised that the scheme prioritises the motorists and does not encourage people to cycle.
- A resident suggested that digital speed displays be installed, and that Gardaí have a stronger presence on Malahide Road to help combat motorists breaking the existing speed limits. (Map 16)
- A residents group suggested the introduction of bus services with limited stops in the Fairview area to act as express routes between Coolock and the city centre.
- A resident of Carleton Road suggests that action should be taken at the St Aidan's Park Road/Carleton Road/Haverty Road junction to calm traffic. Suggestions include widening the footpaths and reducing the turning radius in order to encourage road users to yield. The resident says the current yield signs are frequently ignored and changing them to stop signs is insufficient. (Map 21)
- A resident has suggested that 8 of the bus stop islands along the route be reviewed, with the view of enlarging them in order to improve safety for bus users and cyclists. The resident believes that there is space for many of these islands to be enlarged without issues and they propose that a triangular island be introduced where space is limited.
- A resident has suggested that there could be a reduction of lanes on Malahide Road between Belcamp Parkway and Northern Cross, allowing for a boulevard-style street design. They say this would be possible if the Belcamp Parkway proposed in the DCC draft masterplan is designed as a main trunk route to relieve traffic from Malahide Road. It is also suggested that southbound traffic could be diverted onto Belcamp Parkway, allowing for the removal of a southbound traffic lane on Malahide Road, as well as the removal of the right turn lane from R139 onto Malahide Road. (Map 6, 7)
- A resident has proposed that a pedestrian/cyclist underpass be constructed where the new Belcamp Parkway meets Malahide Road to avoid delays at lights. They also propose that bi-directional cycle lanes be built along the western side of Malahide Road, from the Priorswood junction northwards. Other cycle lanes proposed are

along the northern side of Grange Road, cycle lanes to the east of the Hole in The Wall Road roundabout, and cycle lanes to the east of the Belmayne Avenue roundabout. (Map 3-8)

- A resident has suggested allowing cyclists to “cut the corner” at junctions where roundabouts are being removed to facilitate cyclists making left turns, allowing them to bypass traffic signals. (Map 8, Map 14)
- It was noted that in the case of the Clontarf to Amiens Street cycle route being delayed, cycle facilities for CBC01 will stop at Marino Mart. In this situation, a resident suggests that the quiet street cycle route be rerouted from Haverty Road to St Aidan’s Park Road, with a new cyclist crossing installed where it meets Malahide Road. This would allow cyclists to bypass Marino Mart and make use of the cycle facilities in Fairview Park. (Map 20, 21)
- A corporation requested a 24/7 bus service to allow night time shift workers public transport to work
- It is proposed to eliminate the small filter lane for traffic turning left from Tonleegge Rd on to the Malahide Rd.
- Relocation of Bus Stop 1199 is suggested as passengers going from the bus stop to the pedestrian crossing will have no footpath and will, particularly on wet days, walk along the cycle track
- It is proposed that the pedestrian crossing, map 12, revert from a single crossing across both lanes to the split one that existed up to about 20 years ago.
- The proposals to eliminate the right turn from the Malahide Road onto St Brendan’s Avenue is a good idea but will only work if the design of the junction is such that it will be impossible to make the turn. The proposal to route cyclists along St Brendan’s Avenue on the basis of “Quiet Street Treatment” cannot succeed due to the road being too narrow
- It was suggested that the BusConnects scheme accounts for the changes in society brought about by the Covid-19 pandemic, most notably with regards to remote workers.
- It was stated that the NTA should consider carrying out quality audits of the proposed design in respect of cyclist and pedestrian facilities in accordance with DMURS.
- It was suggested that taxation be used in Dublin city centre to reduce cars parked there.
- It was suggested that the NTA encourage students to cycle instead of using buses through the scheme.
- The NTA needs to ensure that the buses are not regularly over capacity, thus making them more reliable to users.
- It was recommended that BusConnects should encompass a demand management study, or tie into DTTAS’ five cities demand management study.
- Requests for clarification as to why junctions are staggered in some locations.
- Requests in various locations that pedestrian crossings be continuous and not staggered.
- Requests for the use of CCTV cameras along the scheme.
- It was requested that Park and Ride must be provided in the county/outside M50 before or at the same time as the core bus corridors.

- It was requested that free public transport for under 23-year-old people should be costed and introduced as a community gain initiative.
- Requests for the rollout of Environmentally Friendly Bus Fleet be prioritised.
- Provision for Local Area Bus Services for local community/village mobility was requested.
- Requests for every tree that is removed must be replaced with a semi-mature native tree.
- Concerns that the cycle lane widths are too narrow for novice cyclists alongside vehicles.
- It was stated that Toucan crossings are off-putting that they indicate the primacy of cars.
- Calls for the minimisation of obstacles on footpaths.
- It was requested that taxi not use bus lanes.
- For the goal of creating a modal shift in transport, a point was made by a representative association that the proposed active travel networks need to be more convenient, more competitive as transport options than driving a particular route.
- It was suggested that bike parking should include additional disabled bike parking spaces, cargo bike spaces and should be in visible, busy locations. It was also stated that it should repurpose car parking spaces where possible and not used to reduce allocated space to pedestrians.
- A suggestion was made that the default programming for pedestrian lights be that they remain green at all times when there is no conflict with motor traffic.
- It was stated that no road should be widened at the expense of any neighbourhoods public realm.
- It was stated that information, reports, maps, etc. for the BusConnects scheme was difficult for people with disabilities to review.
- It was stated that there was no account of the effects the BusConnects scheme will have on people with disabilities.
- It was stated that having islands near or as part of the bus stop design is compromising the safety of persons with vision impairments.
- It was stated by a representative association that considerable additional resources will be required to train persons with vision impairments to navigate the changes in the infrastructure including proposed new transition points along the Core Bus Corridor.
- For the cited corrosion and maintenance as the primary reason for the removal of yellow bus stop poles, a representative association suggests the NTA consider surrounding the new stainless steel poles with a rigid yellow coloured plastic sleeve – enclosed with heat shrink coloured tubing – or wrapped with coloured vinyl film.
- It was suggested that all footways need stepped kerbs which should be a minimum of 100mm high, and flat-facing.
- It was stated that an Environmental Impact Statement is required (as per the Development Act (2000), and the impact on blind and partially sighted pedestrians and passengers must be a serious component of this EIS.
- It was requested that pedestrians and cyclist be prioritised at junctions and if possible, allowed to be kept going when in cases there is no traffic.

- It was suggested that where there is no 'buffer' between a kerb separated cycle lane and the roadway, bollards or orcas should be installed to emphasise the physical segregation.
- The rep association stated that the National Transport Authority needs to recognize in its proposals that a short and easy walk between stops for someone with full vision is often much more difficult for someone who is blind or vision impaired. And that the NTA needs to account for all people with disabilities. Several potential issues were raised in the submission, including initiating a travel assistance service.



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