

**Appendix B**  
Public Consultation  
Submission Reports  
– 1st Non-Statutory  
Public Consultation

## **Appendix B. Public Consultation Submission Report – 1<sup>st</sup> Non-Statutory Public Consultation**

The Liffey Valley to City Centre CBC – EPR Public Consultation Report 2018/2019 is available from the NTA BusConnects Website, and can be accessed by clicking on the links below:

Link - <https://busconnects.ie/wp-content/uploads/2022/02/07-liffey-valley-to-city-centrereport-on-cbc-public-consultation-3.pdf>

# BusConnects Dublin Core Bus Corridor Projects

## Corridor 7 - Liffey Valley to City Centre

### Emerging Preferred Route - Public Consultation Report 2018/2019

[www.busconnects.ie](http://www.busconnects.ie)

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# Contents

<b>Contents</b> .....	<b>2</b>
<b>1. Executive Summary</b> .....	<b>3</b>
1.1 Objective of the Scheme .....	3
1.2 Purpose of the Non-Statutory Public Consultation .....	3
1.3 Public Consultation Process for BusConnects .....	4
1.4 Information Provided in Public Consultation .....	6
1.5 Submissions Received.....	7
1.6 Principal Issues Raised.....	7
<b>2. Introduction</b> .....	<b>8</b>
<b>3. Approach to Assessing the Submission</b> .....	<b>8</b>
<b>4. Analysis of Issues Raised by Section</b> .....	<b>8</b>
<b>5. Profile of those making submissions:</b> .....	<b>11</b>
<b>6. Themes Raised in the Submissions</b> .....	<b>11</b>
<b>7. Summary of Main Issues Raised</b> .....	<b>12</b>
<b>8. APPENDIX A</b> .....	<b>27</b>

# 1. Executive Summary

## 1.1 Objective of the Scheme

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

This report focuses on the Core Bus Corridor which runs from Liffey Valley to City Centre (Route 7).

## 1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 7. Liffey Valley to City Centre;**

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

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

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

Each of the emerging preferred routes can be seen below in Figure 1, with the Liffey Valley to City Centre route designated as Core Bus Corridor 7.



Figure 1: Radial Core Bus Corridors Emerging Preferred Routes.

#### 1.4 Information Provided in Public Consultation

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

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

The additional supporting information on the website included:

CBC07 Liffey Valley to City Centre  
Emerging Preferred Route Public Consultation Report

## **Liffey Valley General Layout Final**

### **Liffey Valley Le Fanu Option B**

#### **Liffey Valley to City Centre Core Bus Corridor Desktop Safety Review**

#### **Liffey Valley to Christchurch Core Bus Corridor Options Study - Feasibility Report**

### **1.5 Submissions Received**

There were **135** submissions received relating to the Liffey Valley to City Centre Core Bus Corridor. These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

### **1.6 Principal Issues Raised**

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

The principal issues raised included:

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

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

## **2. Introduction**

Consultation on the Liffey Valley to City Centre Core Bus Corridor Emerging Preferred Route ran between 23<sup>rd</sup> January 2019 to 30<sup>th</sup> April 2019.

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

Public Information Events were held at the following locations:

- Clayton Hotel, Liffey Valley on Thursday 28th February

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

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

## **3. Approach to Assessing the Submission**

The review of the submissions commenced in June 2019 once the consultation period for all three phases had closed. The NTA received 135 submissions for the Liffey Valley to City Centre emerging preferred route, from 23<sup>rd</sup> January 2019 until the 30<sup>th</sup> April 2019. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

All submissions were entered into a database. Of the total submissions, 5 were duplicates and a total of 135 submissions were accessed.

Of the total number of submissions, there were three submissions with multiple signatures:

- Inchicore National School (512 signatures)
- Bulfin Estate Resident Association (70 signatures)
- Brookfield Resident Association (65 signatures)

## **4. Analysis of Issues Raised by Section**

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

Section 1 – Liffey Valley to Shopping Centre to Coldcut Road - Liffey Valley Road Network

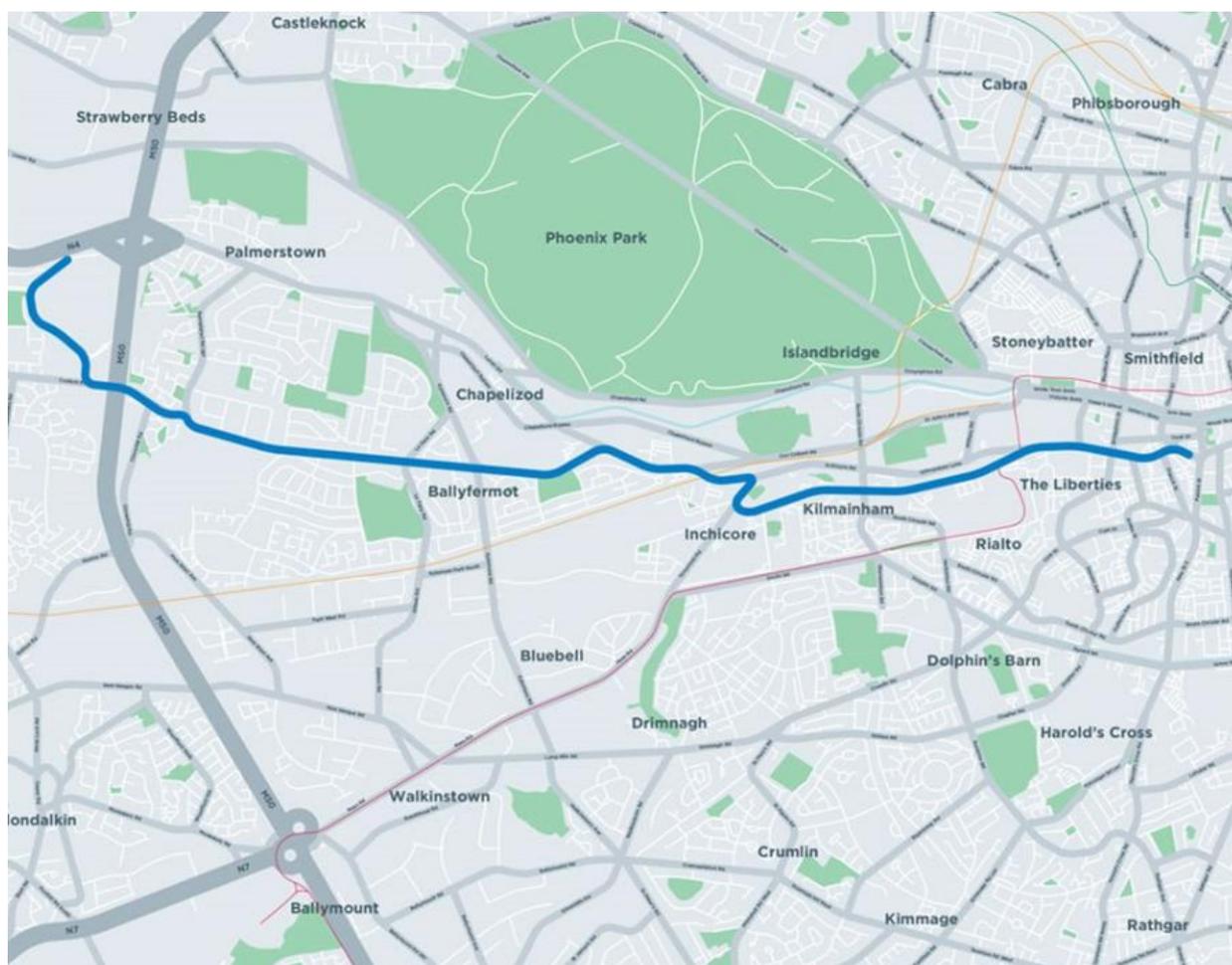
Section 2 – Coldcut Road to Le Fanu Road - Coldcut Road, Ballyfermot Road

Section 3 – Le Fanu Road to Inchicore Road Junction - Ballyfermot Road, Sarsfield Road

Section 4 – Inchicore Road Junction to South Circular Road Junction - Grattan Crescent, Emmet Road

Section 5 – Old Kilmainham to High Street - Old Kilmainham, Mount Brown, James Street, Thomas Street, High Street

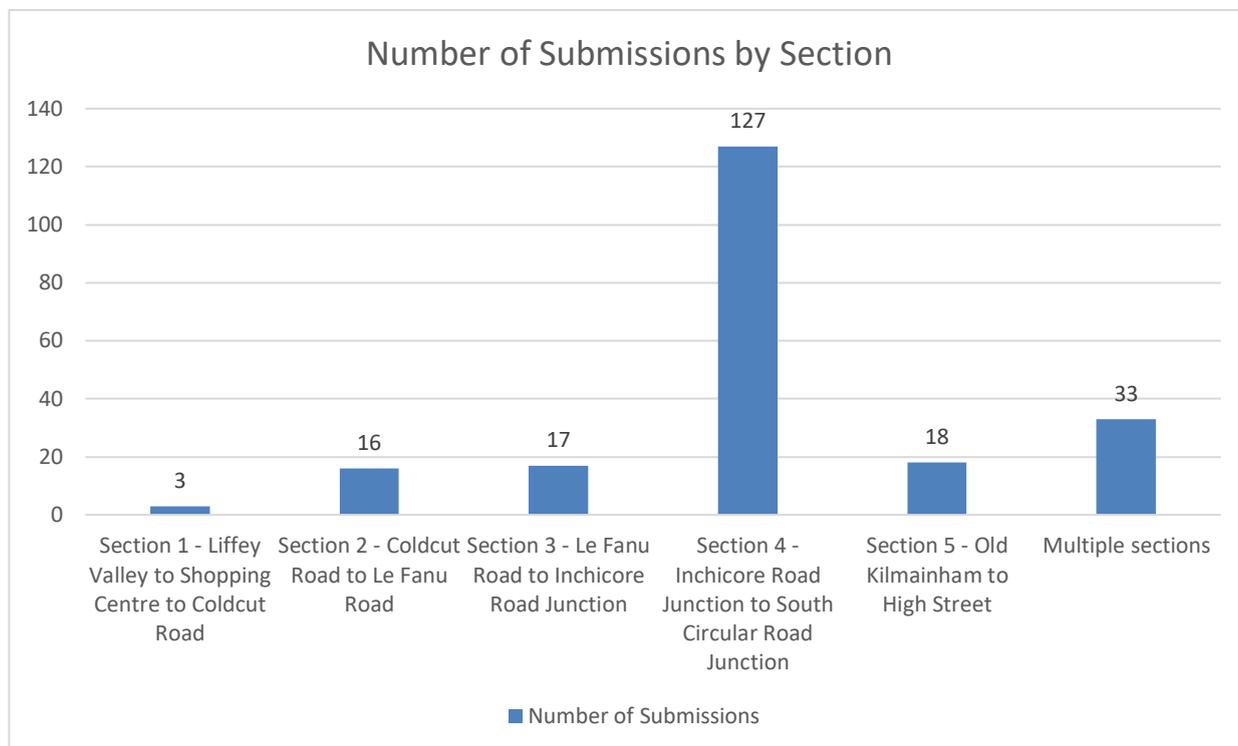
In addition to the five sections, submissions could also be categorised as relating to ‘The Entire Scheme’ where the submission referred to multiple areas, or the scheme as a whole.



**Figure 2: Liffey Valley to City Centre Corridor Map**

The section attracting the most comments was Section 4, representing 68% of all comments. These comments were primarily focused on Grattan Crescent, and the proposed removal of the existing mature trees to facilitate widening of the cross section to a four-lane carriageway. Sections 3 and 5 attracted the second largest number of comments with 10% each. Section 3 comments related to additional volume of traffic on the Le Fanu Road and Section 5 comments to reversal of traffic direction and the introduction of a bus gate in Old Kilmainham.

Figure 3 and table 2 below show the distribution of the submissions across the various sections of the Route. Certain submissions referred to multiple sections along the Route, which is why the total number reported in the tables above is greater than the total number of responses received.



**Figure 3: Distribution of Submissions by Section of Route**

	Number of Comments per Section	Percentage
Section 1 - Liffey Valley to Shopping Centre to Coldcut	3	1%
Section 2 - Coldcut Road to Le Fanu Road	16	7%
Section 3 - Le Fanu Road to Inchicore Road Junction	17	8%
Section 4 - Inchicore Road Junction to South Circular Road	127	59%
Section 5 - Old Kilmainham to High Street	18	8%
Multiple sections	33	15%
<b>Total assessed to-date</b>	<b>214</b>	<b>100%</b>

**Table 2. Percentage of Submissions per Section of Route**

## 5. Profile of those making submissions:

Of the submissions received:

- 85% were from residents of the study area or affected property owners.
- 15% were from others, these included duplicate submissions or submissions relating to other corridors.

## 6. Themes Raised in the Submissions

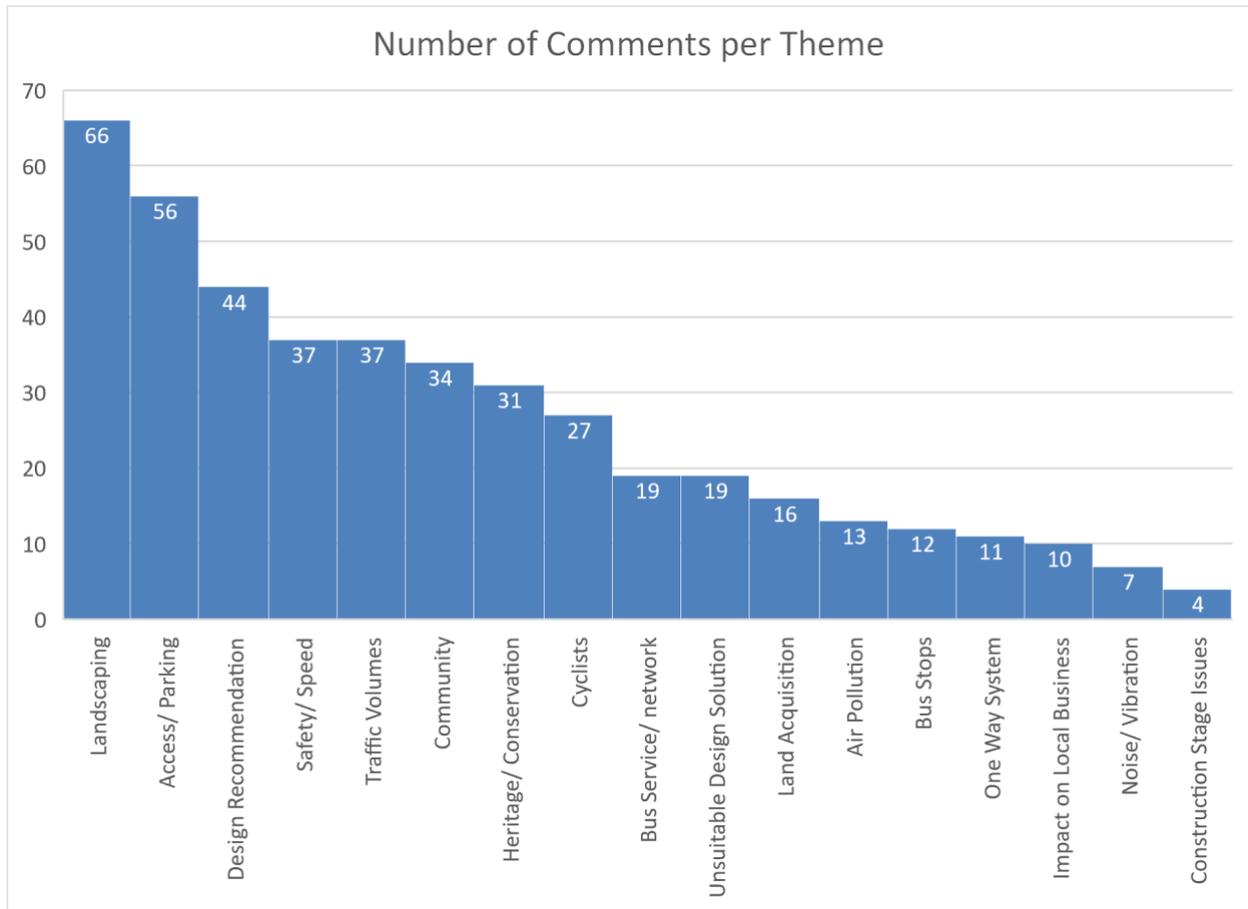
All 135 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 16 main themes were identified during this review process.

Theme	Frequency
Landscaping	66 comments
Access and Parking	56 comments
Design Recommendations	44 Comments
Safety and Speed	37 comments
Traffic Volumes	37 comments
Community	34 comments
Heritage and Conservation	31 comments
Cyclists	27 comments
Unsuitable Design Solution	19 comments
Bus Service and Network	19 comments
Land Acquisition and Accommodation Works	16 comments
Air Pollution	13 comments
Bus Stops	12 comments
Impact on Local Business	10 comments
One Way System	9 comments
Noise and Vibration	7 comments
Construction Stage Issues	4 comments

**Table 3. Number of Comments per Theme**

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

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



**Table 4. Number of Comments per Theme**

## 7. Summary of Main Issues Raised

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

While a variety of matters were raised in the submissions, the key issues, ranked in order of response mention, related to the route are as follows:

- 1) Grattan Crescent in relation to the proposed removal of mature trees (Landscaping);
- 2) Grattan Crescent in relation to the narrowing of the footpath “plaza” outside the school gates (Access and Parking);
- 3) Access and Parking;
- 4) Safety and Speed;
- 5) Anticipated increase in traffic volumes;
- 6) Heritage and Conservation;
- 7) Community;
- 8) Cyclists and cycling provision;
- 9) Unsuitable Design Solutions;
- 10) Bus Stops, Service and Network;
- 11) Land Acquisition and Accommodation Works;
- 12) Air Pollution;
- 13) Impact on Local Businesses;
- 14) One-way system;
- 15) Noise and Vibration; and
- 16) Construction Stage Issues

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

### **Issues 1 & 2: Landscaping, Access and Parking at Grattan Crescent**

58 of the 135 submissions made, mentioned Grattan Crescent, the majority in relation to the proposed removal of mature trees and the narrowing of the footpath outside the school gates. A submission from the Inchicore National School Parents Council indicate they had received 746 signatures on a petition opposing the changes. The submissions reflected concerns from residents, school management and the parent council of the Inchicore National School that narrowing the access, also known as the “plaza”,

around the school gates and introducing additional lanes of traffic for pupils to cross to the local play area was a safety concern. The wide footpath, or plaza, outside the school gates, is currently the area where children gather before the school gates open, and where parents and carers wait to collect their children.

Furthermore, removal of the existing mature trees could damage the place setting of Grattan Crescent. Submissions were received from Inchicore National School noting concern regarding removal of existing disabled parking spaces, recently granted by Dublin City Council, which are primarily utilised by two pupils at the school.

Some respondents would rather see removal of all car parking in this location to save the trees.

- 49 submissions were in relation to the loss of mature trees outside Inchicore National School. A 2013 addition to the school buildings designed to fit among the existing trees and nicknamed “the Tree House Building” by pupils, has won architectural awards. A letter signed by 70 local residents opposed the removal of the trees, and suggested a one-way system for traffic would be preferable. A number of responses questioned the decision to retain parking spaces on Grattan Crescent, opposite the school entrance due to the impact on the existing trees and the plaza.
- A playground and an allotment space are located on the other side of Grattan Crescent to the school. Frequent use is made of these facilities by children, both with parents and with the school. Concerns were raised over the safety implications of crossing four lanes of traffic.

***NTA response to Issue 1 and 2:***

*Following review of the submissions received and further analysis the Preferred Route Option (PRO) now includes a one-way system on Grattan Crescent restricting general traffic travelling northbound between the CIE Works Estate and Sarsfield Road. The revised proposal enables the retention of the twelve mature trees along Grattan Crescent and the plaza at the school entrance as well providing the opportunity for further public realm improvements in the area.*

### **Issue 3: Access and Parking**

56 responses were received where the main concern of respondents was parking, and access related to the restriction of turning movements, namely:

- No right turn for general traffic from Sarsfield Road onto Grattan Crescent; and
- No right turn for general traffic from Emmet Road onto Grattan Crescent

There were a number of responses that highlighted the potential impact that the proposals would have on on-street parking and accessing local businesses. Submissions stated that there are no obvious alternative routes for a lot of residents particularly those living in the CIE Works Estate which requires access and egress from Grattan Crescent exclusively.

This issue was linked to the concern around potential impact on local businesses and patronage of these businesses by more vulnerable users such as the elderly. Numerous small businesses along the route mentioned that they rely on on-street parking close to their premises to encourage trade and make deliveries easier. Respondents were unclear as to where replacement parking could be provided as is stated within the current proposals.

It was also highlighting that where current two-way accesses are to be reduced to one-way access for private vehicles that the impact on locals in terms of necessary diversion and rerouting of journeys may be sizable. Additionally, it was highlighted that introduction of restrictions on right turns or one-way systems would encourage motorists to undertake dangerous manoeuvres such as illegal U turns.

An area which received significant response was for Brookfield Road; several submissions were made with one from the Residents Association with 65 signatures representing residents. The main areas of concern were that some residents at Mount Brown end would require significantly longer diversions and journeys whilst another was a perception that Brookfield Road would become a “rat run”.

A submission was received on behalf of St. James’s Hospital, the National Paediatric Hospital Development Board and Children’s Hospital Ireland in relation to the proposed bus gate on Mount Brown. The submission supported transport measures which would further enhance public transport connectivity to the campus and support the aims and objectives of the campus Mobility Management Plan. However, the submission identified the following main concerns:

- The proposed bus gate on Mount Brown will could negatively impact private vehicle access and egress via the campus’s James Street entrance;
- The proposed CPO lands in the ownership of St James’s Hospital have a revised boundary directly adjacent to critically important installations in the campus Energy Centre;
- General concern that the proposed bus lane would have the effect of diverting traffic through the campus which would not be acceptable from an operational, security or patient welfare perspective; and
- Children’s Health Ireland have a concern that the increase in bus traffic will impact on air quality and patient’s welfare could be compromised.

The respondent has requested further detailed liaison through detailed design stages to ensure that the above concerns are recognised.

***NTA Response to Issue 3:***

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

- The proposed right turn restriction from Emmet Road to Grattan Crescent has been removed to allow residents access to the CIE Works Estate from Emmet Road.*
- Memorial Road has been changed from a one way to a two-way road to improve access to the area.*

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

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

#### **Issue 4: Safety and Speed**

The issue of perceived increase in traffic speed was raised along the route, with the anticipation being that the enhanced bus routes would allow buses to travel the routes at a greater speed, which would be less safe for the adjacent communities.

Residents wanted to ensure the village feel is maintained and vehicle speeds respected the environment and travelled at safe speeds through the villages.

There was a concern that the widening of the existing road on Grattan Crescent to four lanes would cause a safety issue for school pupils at Inchicore National School who frequent the play park and gardens in the adjacent park.

Several submissions raised concerns regarding the proposed design of cycling facilities along the route. Particular issues were raised regarding the interface of cycles at junctions and the lack of integration of safe pedestrian facilities for disabled users. There are two points of view in the submissions with respect to provision of island bus stops. It is perceived by cyclists as safer for cyclists and pedestrians as unsafe for pedestrians.

Linked to Issue 5 increased traffic volumes, several submissions refer to perceived issue of vehicles performing illegal and dangerous u turn manoeuvres to facilitate quicker journeys or avoid congestion.

There was a concern raised regarding safety of bus users at changeover stops from proposed spine bus routes to radial bus routes and that facilities at these stops.

**NTA response to issue 4:**

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

- *Traffic calming measures have been proposed in Ballyfermot Road, Mount Brown, James Street and Thomas Street. Measures include reduced speed limits and courtesy crossings.*
- *The proposed changes at Grattan Crescent will reduce the number of lanes to be crossed by pedestrians and the provision of an additional signal-controlled pedestrian crossing on Grattan Crescent is under consideration for those travelling between Inchicore National School and Grattan Crescent park.*
- *Cycling infrastructure across the scheme has been reviewed with additional cycle tracks being proposed, and improvements being made to junctions to provide improved facilities for pedestrians and cyclists.*

**Issue 5: Anticipated increase in traffic volumes**

Aligned to other issues raised such as carriageways being widened closer to properties and noise / air quality / vibration impacts, concerns around the anticipated increase in traffic volumes was found to be one of the most frequent responses with 37 submissions. The concern relates to the impact that

anticipated increased volumes would have in terms of quality of life, village feel, pedestrian crossing ability, pedestrian safety and impact on property prices.

This also covered the anticipated impact that turning restrictions would have on local residents in terms of increasing their commuting times and ease of driving to/from home. There was a perception from residents at Woodfield Terrace that the cumulative effects of the proposals would be to shift traffic to other areas/routes in the city such as N4 and N7 and approaches, thereby producing further tailbacks at peak times rather than alleviating the current traffic situation.

The Kilmainham Inchicore Network submission commented on the perceived negative impact to traffic flows as a result of the proposals in relation to the LUAS junction at Suir Road and the Bus Gate at Old Kilmainham on traffic flow along Kilmainham Lane, Eclin Street and James Walk.

Kilmainham residents were concerned that the proposed restrictions in the vicinity of Mount Brown and the potential for increased traffic volumes in the area once National Children's Hospital is completed could lead to increased congestion in the area.

There was an acceptance that the roads are currently congested and that there is an increasing demand for travel from Liffey Valley and beyond in to the City Centre. The concern was how this is managed in terms of the communities that the traffic is proposed to pass through.

**NTA Response to Issue 5:**

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

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

## **Issue 6: Heritage and Conservation**

While this issue did not account for the greatest number of submissions, many of the **31** submissions received were detailed and included reports by affected residents' groups and architectural professionals.

Along the entire route there may be sections of frontage potentially affected by widening proposals. Submissions highlighted the area around Grattan Crescent as containing heritage elements that require further detailed consideration. Several submissions outlined the infrastructure along the route through Grattan Crescent into Inchicore an area that has been in the record since the early 1770s.

A repeated concern in submissions was the impact that the proposal may have on Inchicore Primary School or the “Model School” and associated “plaza” area which is home to mature London Planes trees, which have stood since the 1880s. The school and surrounds are a protected structure. Grattan Crescent is the entrance to the village and some of its buildings of architectural significance, including the Mary Immaculate Church (1875), and the Irish Social Financial Centre (1943), an Art Deco building.

Respondents perceived that the proposals would remove the school building of the natural tree canopy cover intended by the design of the new school building. In addition, the narrowing of the pathway would destroy the plaza element here, which facilitates parents and children entering and leaving the school. The school’s re-design placed a new entrance on Grattan Crescent in order to make use of the existing plaza, which provides a safe and sociable space for children attending the school.

The existing pathway and trees frame the historic curved wall which is a protected structure (Protected Structure RPS: 8744). It was the view of respondents that this space also acts as part of framing entrance to the Museum Triangle (Richmond Barracks, Kilmainham Gaol, IMMA).

#### **NTA response to Issue 6**

*Following review of the submissions received and further consultation with the residents of Inchicore, the PRO proposals retain the mature trees situated along Grattan Crescent and improve the public realm.*

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

#### **Issue 7: Community**

There were **34** responses on the theme of community. The concern expressed in several of the responses was around the impact that the increased road cross section would have on the community feel, and the impact that the anticipated increase in traffic volume (see Issue 5) would

have. The expectation highlighted was that with the new Core Bus Corridor in place, the community would lose the place setting at Grattan Crescent. Responses also highlighted that the proposal would have negative effects on access to local schools.

There was a view that the proposals will have a negative impact on the viability of businesses in these villages and that the closure of businesses would impair the amenity asset and the attractiveness the village for local communities.”

Respondents raised the issue of services, which the elderly in the community need to easily access, being located within the village setting around Grattan Crescent.

Some respondents felt that the increase in traffic flow on Grattan Crescent would disconnect the Inchicore Primary School from the community facilities adjacent which include a play park, allotments and creche and this would have a disproportionate impact on the local community as opposed to the gains in commuting times for to the bus corridor customers.

***NTA response to issue 7***

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

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

**Issue 8: Cyclists and cycling provision**

Cycling was referred to in **27** submissions with the majority covering issues applicable to the whole route. Several submissions were made on behalf of representative and public bodies.

There was a desire expressed to provide segregated cycle lanes along the entire route. for the proposals to be more ambitious for cyclist safety (. However, in most submissions BusConnects was deemed a positive development for cyclists. The key issues which were raised as follows:

- The proposal should create fully segregated cycle lanes;
- Cycle and pedestrian designed as a priority over private cars;
- There was some concern of proposed shared bus and bike lane through Emmet Road/Inchicore Village and generally throughout the proposal;
- The proposed roundabouts and large junctions need better designs to make them safer for cyclists;
- Concerns from some over impact to pedestrians of island style bus stops and generally the accessibility of bus stops to ensure that they are designed to be user friendly and accessible to all;
- Provision of a continuation of existing cycle track adjacent to LUAS track along James’s St; and

Submission from the Dublin Cycling Campaign is generally complimentary of the proposals however they feel that roundabout designs near Liffey Valley, Con Colbert Road, James’ Street, Thomas Street and at Christchurch where cycle tracks disappear require improvements to enable and encourage people of all age and abilities to cycle. Many of Dublin Cycling Campaign’s observations refer to the lack of segregation provided by the current designs at various locations.

A submission from the Royal Institute of Architects for Ireland Urban Design Committee comments generally regarding bus and cyclist priority in the context of the Design Manual for Urban Spaces. There was concern that pedestrians were not being prioritised and that the proposals reduced pedestrian amenity, they state that this contravenes design guidance and the hierarchy of priority should follow this guidance.

**NTA response to Issue 8:**

*All reasonable measures will be taken to provide a consistent implementation of a cycle regime that helps achieve the objective of the Greater Dublin Cycle Network along the route, this is seen as a necessary, and desirable addition to the current transport options across Dublin to help reduce car use.*

*Specific attention is being given to junction design, to ensure that cyclists can negotiate and traverse junctions safely. Along the corridors, cyclists will be provided with segregated cycle tracks where possible, protecting them from direct conflict with buses, cars and other vehicles.*

## **Issue 9: Unsuitable Design Solutions**

There were **19** submissions mentioning unsuitable design solutions summarised below. There were several comments, mostly related to Grattan Crescent, that there was no space for cross sections proposed. One of the most commonly received comments was that removal of trees was unacceptable and that “greening” the city must be a priority to tackle carbon dioxide emissions and air quality generally. It was perceived by many respondents that the Grattan Crescent proposal was unsuitable as such a short section constrained at both ends would do nothing to speed up journey times or aid traffic congestion. Some submissions queried whether an alternative route along the N4 / Con Colbert Road could be used to connect Liffey Valle to the city centre.

The proposed one-way system on Brookfield Road was perceived as unsuitable as it would add to congestion by moving the problem somewhere else in the city or cause unacceptable diversions for residents.

Several submissions noted that there was a lack of enough detail in the proposals to enable detailed comment e.g. alternative parking to be provided without locations identified.

Comments received relating to the design for pedestrians (particularly disabled people) stated the proposals as unsuitable and even dangerous and that they don’t follow best practice for prioritisation of mode.

***NTA response to Issue 9***

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

**Issue 10: Bus Stops, Service and Networks**

This issue covered several elements with **31 (12-Bus Stops, 19-Bus service/network)** submissions made. These include the impact on communities resulting from an increase in buses anticipated along the route, the moving of buses closer to properties, and the expectation that because of the new corridors, buses would be driving at faster speeds along the road adjacent to properties and pedestrians. Access to bus stops on the opposite sides of roads was highlighted as a concern in relation to perceived increase in traffic volumes.

- Responses highlighting bus issues may have also included comments on the Dublin Area Bus Network Redesign consultation as a number referred to the impact that changing routes or a reduction in buses and stops and frequency of buses would have on their communities and travel.
- One particular issue that was raised a number of times was the proposed bus stops on Grattan Crescent. Some submissions believed these would be well utilised whilst others felt existing bus stops on Sarsfield Road and Emmett Road were sufficient.

**NTA response to Issue 10:**

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

### **Issue 11: Land Acquisition and Accommodation Works**

Of the **16** submissions received on this theme, one highlighted by residents and business along the route, is the potential impact on property frontage and front gardens. This is tied to the widening of the road to accommodate new bus and/or cycle lanes. Additionally, there was a perceived risk of structural damage to older properties with the relocation of bus lanes and associated traffic closer to some properties.

This issue is aligned to Issue 3 above in relation to loss of on street parking. There is a concern that land take required will remove presently accessible on street parking or reduce off street parking if considerable frontage of properties is acquired to build the scheme.

**NTA response to Issue 11:**

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

- *On Ballyfermot Road between O'Hogan Road and St Laurence's Road, the number of lanes has been reduced from four to three lanes to reduce the impact on properties.*

*Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. The precise land take required for this scheme can only be determined*

*at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.*

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

## **Issue 12: Air Pollution**

**13** submissions were received relating to air pollution. The common issue raised was in relation to increased pollution caused by an increase in bus traffic along the route or from private cars “rat running” or making significant diversions through residential areas. It was stated that further reassurances would be required as to the nature of the proposed low emissions vehicles being proposed for the bus fleet for introduction by 2030.

### **NTA Response to Issue 12:**

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

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

## **Issue 13: Impact on Local Businesses**

There were **10** submissions that highlighted the potential impact on local businesses with respect to the proposals. These were generally driven by either a removal of on street parking, impacting the perceived access to businesses along the route, or the impact of access to businesses being reduced because of the change to one-way systems on certain routes.

The submissions outlined that access local communities currently have to businesses, including shops, pubs, retail units, business parks or gyms, could be negatively impacted. The perception is that with the widening of carriageway cross section and anticipated increase in volume of traffic, access, either pedestrian or by vehicle, will prove more difficult than it presently is, which will have a detrimental impact on the affected businesses.

Businesses in the vicinity of the proposed bus gate at Mount Brown raised concern that the proposed traffic restriction on through traffic would have an impact on their ability to undertake their business operations. They also raised concern that the bus gate would restrict customers and deliveries accessing their premises.

There was a concern raised with the potential impact on business across the route as a result of the removal of on street parking and loading facilities.

**NTA Response to Issue 13:**

*As part of the ongoing engagement with local communities and affected parties, we are meeting with businesses along the route to understand their operational needs along with the access and parking requirements. Where possible we will ensure businesses have the necessary access, be this for deliveries, loading, or customer parking.*

**Issue 14: One-way System**

11 responses were received commenting on this theme. Several mentions changing the direction of the one-way traffic on Brookfield Road. Residents living on Brookfield Road, felt that this would affect their car access and cause additional delays to commute. There was a strong rejection of proposals at Kilmainham/Mount Brown/Brookfield in one submission, stating that issues arising to this were impact to:

- Access for residents in Mount Brown/Ceannt Fort;
- Access to the businesses along Old Kilmainham;
- Access to the city for residents living in Inchicore;
- Re-routing traffic up Brookfield which would direct traffic into the proposed drop off point for the New Children’s Hospital and could lead to increased congestion at that junction.

Additionally, comments were received stating that the possible alternative one-way system (for private vehicles) on Grattan Crescent could result in not having to remove the mature trees and this was commended by some, however there was a perceived impact on the CIE Works estate residents from this option.

**NTA Response to Issue 14:**

*To facilitate access to the CIE Works Estate, the right turn restriction from Emmet Road to Grattan Crescent is proposed to be removed from the PRO allowing the one-way system on Grattan Crescent to enable access to the estate from the south.*

**Issue 15: Noise and Vibrations**

There were 7 submissions regarding this theme. Concern was raised that noise at the proposed bus gate at mount Brown would cause “intolerable” levels of noise for residents here. Additionally, there was a perceived risk of structural damage to older properties with the relocation of bus lanes and associated traffic closer to some properties.

**NTA response to Issue 15**

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

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

**Issue 16: Construction Stage Issues**

There were 4 submissions regarding this theme. This was highlighted in terms of the impact on the local communities, particularly students at Inchicore National School, that the construction works will have. On top of the current and growing traffic issues, to have construction works along this busy road was highlighted as an intolerable impact for the residents.

**NTA response to Issue 16:**

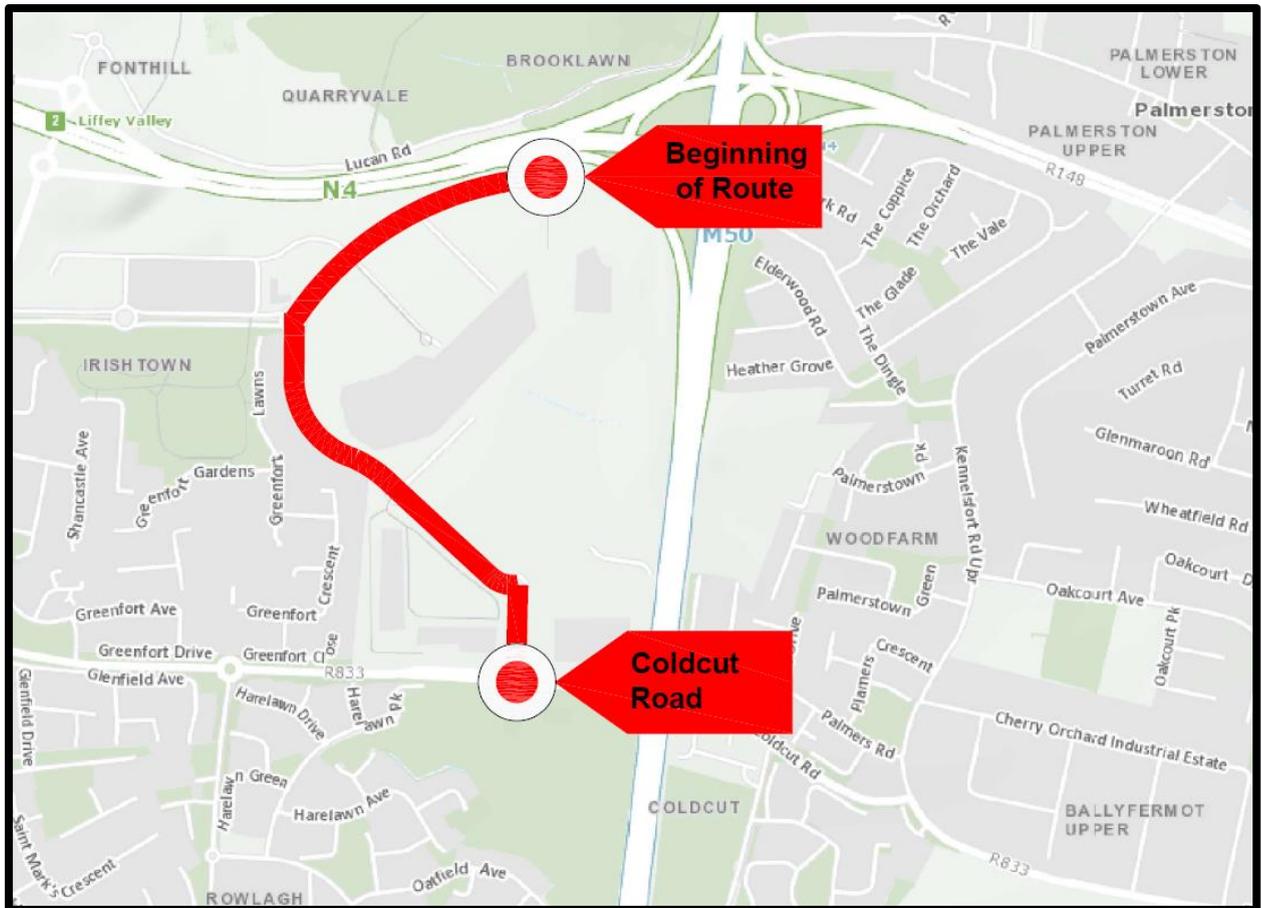
*As part of the design, construction planning and mitigation efforts will be developed to minimise the impact of any construction activities. It is acknowledged that this corridor will need to be maintained as an operational route during construction. As such and measures will be put in place to minimise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

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

## **8. APPENDIX A**

### **SUMMARY OF ISSUES RAISED, PER SECTION OF ROUTE**

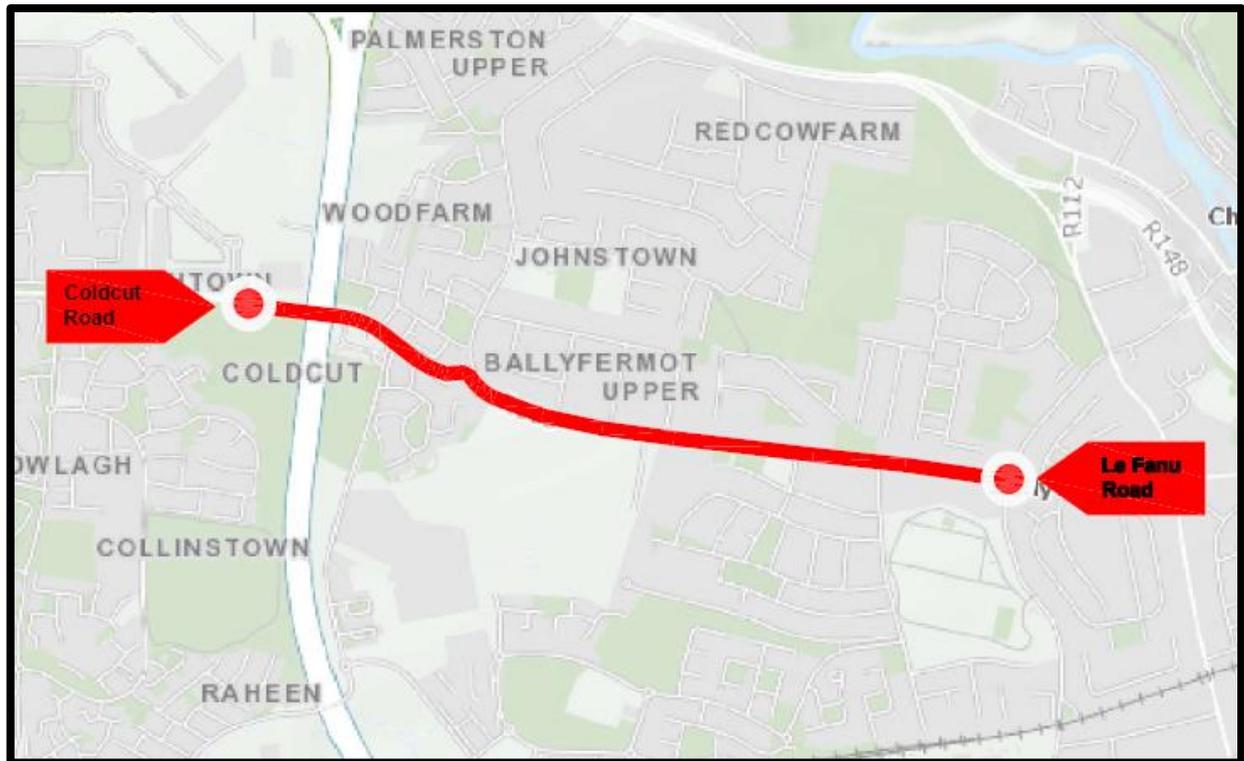
## Section 1 Liffey Valley to Shopping Centre to Coldcut Road



Main comments noted were the following:

- Though slightly out of the scope of this report, a submission was received requesting a bus stop to be provided closer to the Hermitage Clinic as at present access is considered difficult and onerous
- Widening of the M50 bridge was considered a worthwhile exercise to maintain reliable bus journeys while providing safe segregated cycle provision
- The expected but unintended rat-running around Palmerstown as a result of any bus gate queue relocations must be understood and mitigated against for local residents

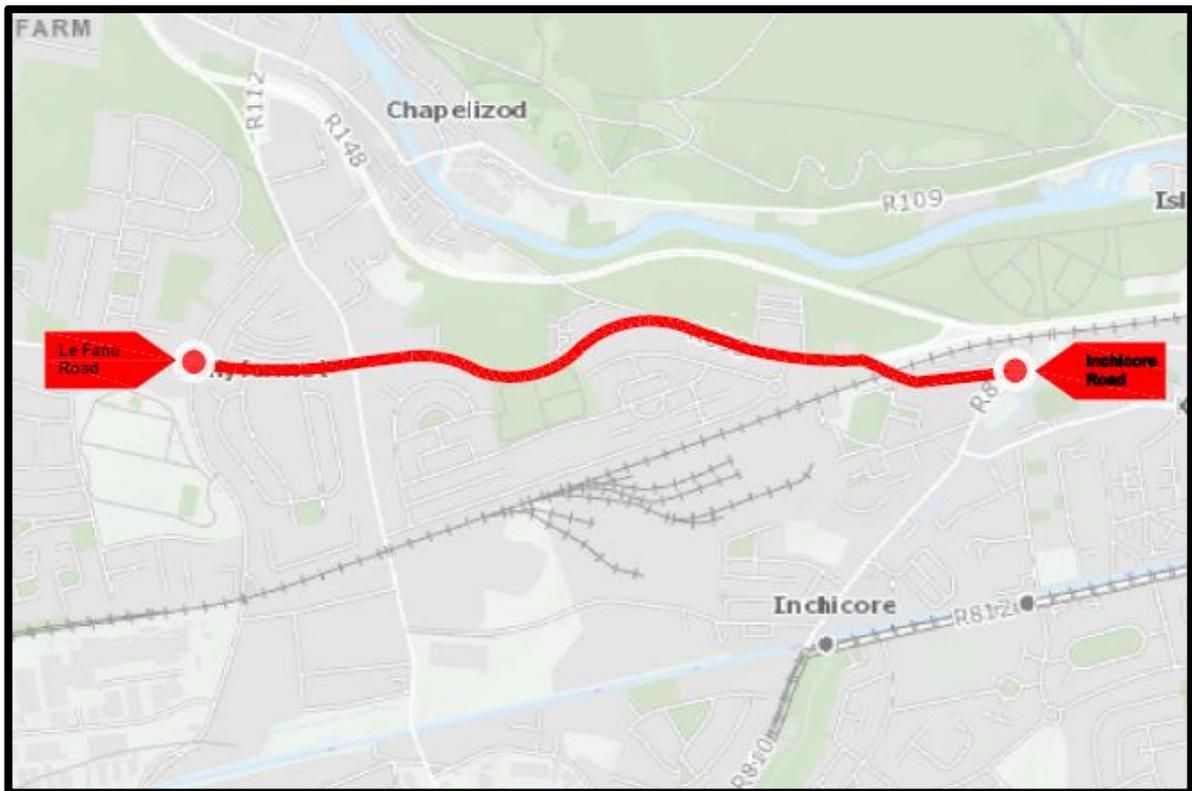
## Section 2 Coldcut Road to Le Fanu Road



Main comments noted were the following:

- Through Ballyfermot, while there was support for modern bus stop layouts, including segregated cycle lanes and floating bus stops, these need to be designed in a manner that does not make it difficult for older residents to safely access
- Anticipated rat-running around Ballyfermot as a result of reduced private car access should be anticipated and mitigated against to reduce impact on communities
- Currently provided disabled access provisions were requested to be retained where they are affected
- Queries were raised as to what will happen to the statue in the middle of the current Ballyfermot Road/Kylemore Road roundabout once this is changed into a signalised junction
- Concern was raised around the impact that the removal of parking spaces along Ballyfermot Road would have if this is moved onto the adjacent local roads

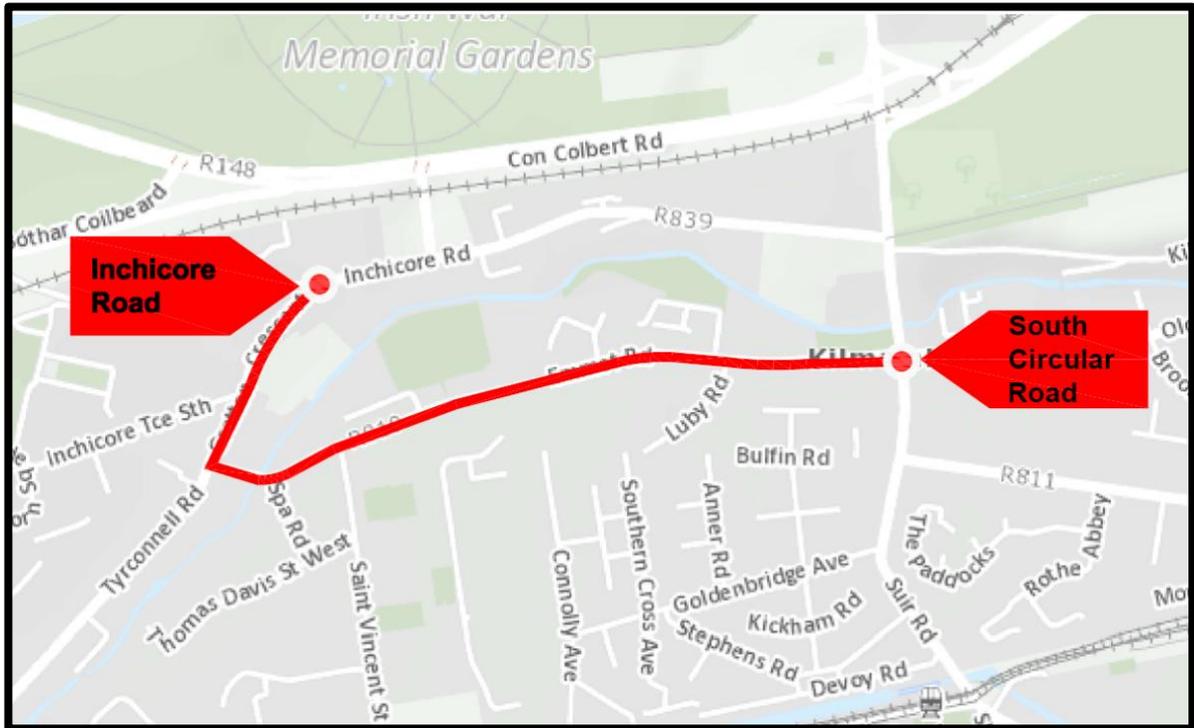
### Section 3 Le Fanu Road to Inchicore Road Junction



Main comments noted were the following:

- The impact on removal of sections of public parks and mature trees along Ballyfermot Road towards Sarsfield Road (Markievicz Park, Longmeadows Park) was seen as a negative impact that should be avoided if possible. These are much cherished local amenities.
- With respect to Markievicz Park, it was noted that there is space on the other side of the road that should be considered in the first instance instead of the park lands.
- The number of schools and community amenities along Ballyfermot Road were highlighted as requiring special attention given their usage and the safety of those who have to walk and cross this road daily, especially as children can run out on to roads without looking.
- General concern was raised around the loss of mature trees along this section of the route

## Section 4 Inchicore Road Junction to South Circular Road Junction

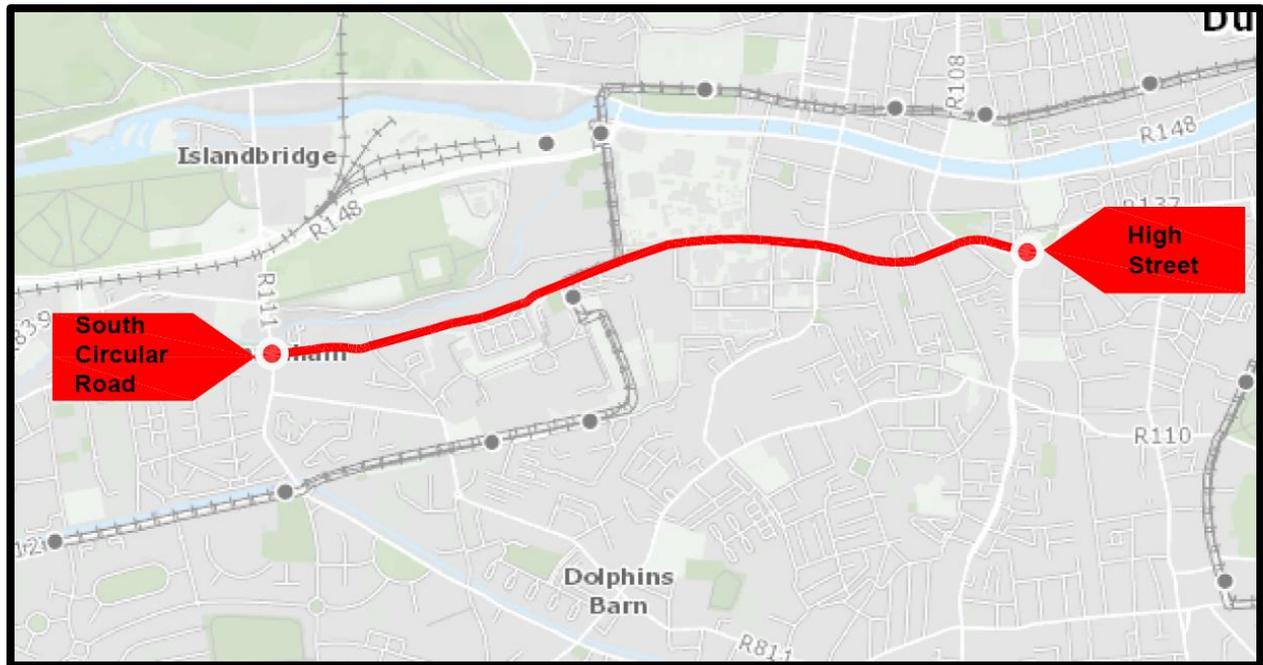


Main comments noted were the following:

- The impact of carriageway widening on Grattan Crescent was the most commented element of this process, both on the mature trees, the historic setting, and the newly built model school
- As a social hub and historical area, this was commented on numerous times as requiring special attention
- Turning movements around the South Circular Road, Emmet Road and Tyrconnell Road were highlighted as presently being done in a dangerous manner if the desired movement is not legally available, and the concern is that this will increase if turning movements are further restricted
- Provision for parking by the allotments on Grattan Crescent was highlighted as a necessity given the nature of the users and the tools required
- The turning restrictions onto Grattan Crescent and Emmet Road would have a considerable effect on residents in the area and needs to be considered in more detail to understand the impacts. These are seen to have unintended consequences on other nearby areas as traffic looking to access the CIE works would divert to other roads to get to/from their residences the CIE Yard
- The impact on the CIE Works Estate was highlighted as being considerable as a result, and engagement needs to be provided to outline how the proposals will be managed with residents in mind

- Emmet Road was highlighted as being particularly constrained already and proposals will need to be sensitive to the adjacent housing
- Access for elderly residents to the local health centres needs to be considered as removal of parking spaces would make this difficult
- The historical context of this specific area, and the associated architectural heritage, must be sympathetically managed by any proposals so as not to dilute or negate it

## Section 5 Old Kilmainham to High Street



Main comments noted were the following:

- The removal of London Plane trees along Mount Brown and Old Kilmainham was seen as too high a price to pay for improved bus connections. They are highlighted as being massively beneficial to the local population along the already busy road in terms of noise, pollution and visual mitigation
- Parking along Old Kilmainham, Auburn Terrace, Faulkner's Terrace and Mount Brown is highlighted as already being at a premium for local residents
- The Liberties Local Area Plan should be considered and integrated into the public realm proposals for this section
- In general, a number of submissions highlighted the historical nature of this section of the route, and the specific feel the area has. This needs to be considered and integrated into the plans so as not to lose what is special about the Liberties
- Widened footpaths from Thomas Street towards Kilmainham have been requested due to the level of footfall along this section and the current inadequate provision
- The impact on St James's Hospital requires considerable engagement to ensure that the access for emergency vehicles in particular, and also for patients, is not hindered
- The proposals for the bus gate on Mount Brown need to be considered in detail with this in mind
- The new children's hospital, due to open in 2023, will require increased access provision for patients, students, and staff, which the BusConnects proposals will assist with
- The treatment for the public real area on St James's Street and Bow Lane, including the trees and the Obelisk Fountain, needs to have proposals presented in more detail

- The significant number of tourists in this area will require proper cycling and footpath provision
- Interface with the Luas around James Street and Stevens Lane needs to be managed and designed properly to minimise conflict

## Multiple Sections throughout along the Route

Main comments noted were the following:

- In general, the impact on trees was seen as a concern
- As this route traverses a number of historical and old Dublin areas, conservation of these needs to be to the forefront of the design
- The impact of through traffic on communities has been highlighted as being significant, when the communities have highlighted that they themselves gain very little from the design



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