

## **Appendix C1**

UCD Ballsbridge to  
City Centre Core  
Bus Corridor  
– 2nd and 3rd  
Non-Statutory  
Public Consultation  
Submission Report

National Transport Authority  
**UCD Ballsbridge Core Bus  
Corridor Preferred Route Option**  
Second and Third Public  
Consultation Submissions Summary  
Report

Issue | 1 April 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 268401-00

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Summary of Issues Raised By Route Section (Second and Third Public Consultations)

# 1 Executive Summary

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## 1.1 Aim and Objectives of the Scheme

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

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 National Transport Authority (NTA) said:

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

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

The following 16 CBCs form part of the BusConnects CBC Infrastructure works:

- Clongriffin to City Centre Core Bus Corridor;
- Swords to City Centre Core Bus Corridor;
- Ballymun to City Centre Core Bus Corridor;
- Finglas to Phibsborough Core Bus Corridor;
- Blanchardstown to City Centre Core Bus Corridor;
- Lucan to City Centre Core Bus Corridor;
- Liffey Valley to City Centre Core Bus Corridor;
- Clondalkin to Drimnagh Core Bus Corridor;
- Greenhills to City Centre Core Bus Corridor;
- Tallaght to Terenure Core Bus Corridor;
- Kimmage to City Centre Core Bus Corridor;
- Rathfarnham to City Centre Core Bus Corridor;
- Bray to City Centre Core Bus Corridor;
- **UCD Ballsbridge to City Centre Core Bus Corridor;**
- Blackrock to Merrion Core Bus Corridor; and
- Ringsend to City Centre Core Bus Corridor.

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



## 1.3 First Public Consultation

The first round of non-statutory public consultation on the Emerging Preferred Route (EPR) for the UCD Ballsbridge to City Centre CBC (the CBC) ran from the 26<sup>th</sup> of February 2019 until the 31<sup>st</sup> of May 2019, and the output from these consultations has contributed to the ongoing scheme development. In addition, a number of community forums and localised engagement events were held covering the whole route, and specific areas respectively.

A total of **773** submissions were received as part of the first non-statutory public consultation.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Need for Scheme;
2. Extension/Alternate Route Required;
3. Pedestrian Safety;
4. Insufficient Consultation of Scheme;
5. Loss of Bus Services;
6. Loss of Residential/Amenity Access;
7. Loss of Parking;
8. Removal of Trees;
9. Potential Land Acquisition/Boundary Treatments;
10. Safety relating to Conflicting Modes; and
11. Devaluation of Property.

The First Public Consultation Submission Summary Report is available on the BusConnects website <https://busconnects.ie/initiatives/core-bus-corridors/background-information/consultation-submission-reports/>.

## 1.4 Second Public Consultation

The second round of non-statutory public consultation for the CBC took place from the 4<sup>th</sup> of March 2020 until the 17<sup>th</sup> of April 2020 on the draft Preferred Route Option (PRO). 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 the 17<sup>th</sup> of April 2020 and submissions could be made by email or by post. All relevant information, including the Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process. A number of community forums, meetings with resident

groups, and one-to-one meetings were also held as part of the process prior to the COVID-19 restrictions being imposed.

A total of **34** submissions were received as part of the second non-statutory public consultation. These submissions are expanded upon in Section 2 of this report.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Cyclist Safety;
2. Pedestrian Safety;
3. Loss of Residential/Amenity Access;
4. Supportive of the Scheme;
5. Additional Traffic;
6. Removal of Trees;
7. Loss of Parking;
8. Increased Air & Noise Pollution;
9. Nutley Lane;
  - a. Option A; and
  - b. Option B.
10. Insufficient Consultation of Scheme;
11. Merrion View Avenue Access;
12. Need for the Scheme; and
13. Devaluation of Property.

## 1.5 Third Public Consultation

The third round of non-statutory public consultation for the CBC took place from the 4<sup>th</sup> of November 2020 until 16<sup>th</sup> of December 2020 on the updated draft PRO. With the continuing effect of the COVID-19 pandemic and associated Government restrictions, the third non-statutory public consultation was held virtually. Virtual consultation rooms for each CBC were developed and published. Along with offering a call back facility, 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 non-statutory public consultation as well as other supporting documents.

The consultation period remained open until the 16<sup>th</sup> of December 2020 and submissions were accepted by email, through the virtual consultation rooms or by post. All relevant information, including the updated Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process.

A total of **292** submissions were received as part of the third consultation. These submissions are expanded upon in Section 3 of this report.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Cyclist Safety;
2. Pedestrian Safety;
3. Loss of Residential/Amenity Access;
4. Supportive of the Scheme;
5. Additional Traffic;
6. Removal of Trees;
7. Loss of Parking;
8. Increased Air & Noise Pollution;
9. Nutley Lane;
10. Insufficient Consultation of Scheme;
11. Merrion View Avenue Access;
12. Need for the Scheme; and
13. Devaluation of Property.

## 1.6 Summary of Public Consultations

Overall, throughout the three Public Consultation events, the NTA received **1099** submissions.

Table 1 breaks down the topics that were discussed in these comments.

Table 1: Themes and frequency associated with public consultation comments

Theme	Frequency of Comments Public Consultation 1	Frequency of Comments Public Consultation 2	Frequency of Comments Public Consultation 3
Accessibility/ Traffic Impact	353 comments	26 comments	150 comments
Integration / Bus Network	123 comments	7 comments	161 comments
Land Acquisition	201 comments	9 comments	25 comments
Safety	251 comments	25 comments	110 comments
Environmental Issues	638 comments	9 comments	96 comments
Social Impact	136 comments	10 comments	60 comments
Economy / Impact on Local Business	129 comments	3 comment	86 comment
Heritage	145 comments	2 comments	39 comments

Further comments were also received during community forums and meetings with residents' associations where issues raised were taken into account during the development of the design.

## 2 **Second Public Consultation (Mar-Apr 2020)**

### 2.1 **Overview**

Following the first non-statutory public consultation on the EPR, the development of a Preferred Route Option (PRO) commenced. The second non-statutory public consultation on the CBC, on the draft PRO, ran between the 4<sup>th</sup> of March 2020 and the 17<sup>th</sup> April 2020.

However, during the period of Consultation, the COVID-19 pandemic interrupted the public consultation from the 12<sup>th</sup> 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 2<sup>nd</sup> round of public consultation:

- All public information events were postponed. This included the planned event relating to the CBC which was to be held in The Clayton Hotel Burlington Road on Wednesday 1<sup>st</sup> April 2020 from 11:30am to 7:30pm;
- The public consultation remained open and submissions could be made by email and by post;
- All 16 no. PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any queries and questions regarding the proposals could be emailed to the BusConnects team.

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

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

### 2.2 **Information Provided in Public Consultation**

Information on the public consultation process was published in major print media from the 5<sup>th</sup> 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<sup>th</sup> March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5<sup>th</sup> March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18<sup>th</sup> 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 work that has been carried out as part of the BusConnects CBC Infrastructure Works. Additional information was provided on the official BusConnects website:

<https://busconnects.ie/initiatives/core-bus-corridors/background-information/technical-documents/>

The additional supporting information on the website included:

- Corridor 14 - UCD Ballsbridge to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Dún Laoghaire to City Centre Core Bus Corridor – Stage F Road Safety Audit including Designer's Response to Road Safety Audit;
- Dún Laoghaire to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Ballsbridge to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report - Route Options Assessment Report incl. Appendices;
- Concept Scheme Drawings for the Emerging Preferred Route (EPR); and
- Concept Scheme Drawings for the Draft Preferred Route Option (PRO).

## 2.3 Approach to Assessing the Submissions

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received **34** submissions for the UCD Ballsbridge to City Centre draft PRO, from the 4<sup>th</sup> of March 2020 until the 17<sup>th</sup> of April 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA. No petitions with multiple signatures were received.

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 CBC was divided into six 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 six sections were (refer to **Figure 2**):

- Section 1: UCD to Nutley Lane\*;
- Section 2: Nutley Lane;
- Section 3: Merrion Road – Nutley Lane to Sandymount Avenue;
- Section 4: Merrion Road – Sandymount Avenue to Shelbourne Road;
- Section 5: Shelbourne Road to Eastmoreland Place; and

- Section 6: Eastmoreland Place to Mount Street Lower.

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

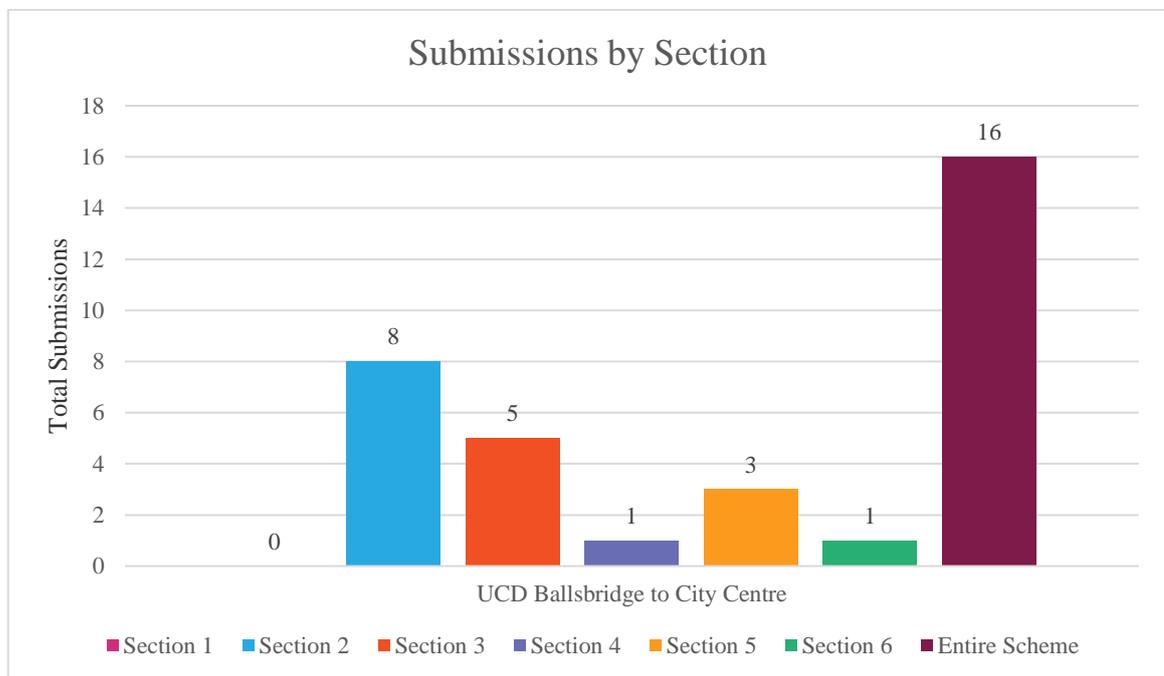
\*It is noted that, although a reference map was included within the UCD Ballsbridge to City Centre PRO Information Brochure, this section now forms part of the Bray to City Centre CBC. It has been included within this report to ensure any submissions received have been captured.



Figure 2: UCD Ballsbridge to City Centre Core Bus Corridor Map.

A large proportion of the submissions (47%) related to the ‘Entire Scheme’. The ‘Entire Scheme’ submissions generally discussed issues that affected all areas of the route, such as proposed tree removal or cyclist safety at junctions. Section 2 ‘Nutley Lane’ received 24% of submissions and Section 3 ‘Sandymount Avenue to Nutley Lane’ attracted the next most submissions, at 15%. Combined, submissions for the ‘Entire Scheme’, Section 2 and Section 3 accounted for 86% of all submissions.

Section 5 ‘Shelbourne Road to Eastmoreland Place’ accounted for a further 9% of submissions. Section 6 ‘Eastmoreland Place to Mount Street Lower’ and Section 4 ‘Sandymount Avenue to Shelbourne Road’ each accounted for 3% of submissions. There were no submissions for Section 1 ‘UCD to Nutley Lane’. The distribution of submissions, across the various sections of the scheme can be seen below in **Figure 3** and **Table 2**.



**Figure 3: Distribution of Submissions per Section of the UCD Ballsbridge to City Centre Core Bus Corridor.**

**Table 2: Number of Submissions per Section of the UCD Ballsbridge to City Centre Core Bus Corridor.**

Section	Number of Comments	Percentage
1: UCD to Nutley Lane;	0	0%
2: Nutley Lane;	8	23.5%
3: Nutley Lane to Sandymount Avenue;	5	14.5%
4: Sandymount Avenue to Shelbourne Road;	1	3%
5: Shelbourne Road to Eastmoreland Place; and	3	9%
6: Eastmoreland Place to Mount Street Lower.	1	3%
The Entire Scheme	16	47%
Total Assessed	34	100%

## 2.5 Profile of Those Making Submissions:

Of the submissions received:

- 38% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;
- 6% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;
- 29% were from interested parties, including commuters and residents who do not live in the study area but have an interest in the scheme;
- 12% were from representative bodies or associations, and mainly address community-focused issues;
- 9% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme; and
- 6% were from public bodies, addressing infrastructure issues (Dublin City Council and Dublin Bus).

## 2.6 Themes Raised in the Submissions

All 34 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in **Table 3**. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

**Table 3: Frequency of Themes raised through the Submissions.**

Theme	Frequency of Comments
Accessibility/ Traffic Impact	26 comments
Integration / Bus Network	7 comments
Land Acquisition	9 comments
Safety	25 comments
Environmental Issues	9 comments
Social Impact	10 comments
Economy / Impact on Local Business	3 comment
Heritage	2 comments

## 2.7 Summary of the Main Issues Raised

This section identifies the key issues raised in the second non-statutory public consultation process. The NTA have established the validity of the concerns, the potential consequences for the CBC scheme, and have determined 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 CBC scheme are as follows:

1. Cyclist Safety;
2. Pedestrian Safety;
3. Loss of Residential/Amenity Access;
4. Supportive of the Scheme;
5. Additional Traffic;
6. Removal of Trees;
7. Loss of Parking and Loading;
8. Increased Air & Noise Pollution;
9. Nutley Lane;
  - a. Option A; and
  - b. Option B.
10. Insufficient Consultation of Scheme;
11. Merrion View Avenue Access;
12. Need for the Scheme; and

### 13. Devaluation of Property.

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

#### Issue 1: Cyclist Safety

There was general support for the revised proposals ensuring greater protection for cyclists using the route, in particular with regards to the bus gate along Pembroke Road, the removal of left-turning slip lanes, parking protected cycle tracks along sections of the route and improved junction designs. However, there were continued concerns raised with regards to some junction designs, bus stop designs and cycle track width.

Many submissions were supportive of the improved junction designs, however, felt that a number of the junctions could be designed with further protection for cyclists, such as providing Dutch-style design, including segregation, buffers between lanes, and corner kerbs.

In heavily-trafficked areas such as Fitzwilliam Street Lower and Baggot Street Upper, submissions requested that buffers be provided between general traffic lanes and cycle tracks in order to further protect cyclists.

Submissions were generally supportive of the increased numbers of island bus stops along the route, for example on Pembroke Road, however, they requested that more island bus stops and bus stop bypasses be included in revised designs. Concerns were raised over shared spaces at bus stops potentially resulting in conflicts between pedestrians and cyclists, such as at bus stops on Baggot Street Upper and Pembroke Road. Some submissions suggested reducing private parking along the route or reducing the width of general traffic lanes in order to facilitate bus stop bypasses or island bus stops.

Submissions also requested that cycle tracks be widened on Merrion Road. In general, it was requested that cycle track widths of between 2m and 2.5m be provided along the route.

Concerns were also raised that cyclists were not being given priority on minor roads, leading off from the main route, and requested that cycle tracks be provided on all roads leading off from junctions along the route.

#### ***NTA response to Issue 1***

In response to issues raised, a number of sections along the route were amended as part of the PRO to provide enhanced provision for cyclists. Key design development changes are:

- The Baggot Street Upper / Waterloo Road / Pembroke Road junction design has been reviewed and full protection provided for cyclists, including protected waiting area for cyclists turning right from Waterloo Road. Also, an additional cycle crossing is proposed across the Pembroke Road arm to cater for right turning cyclists onto Waterloo Road.

- The Pembroke Road / Northumberland Road junction design has been revised further to realign cycle crossings to suit cyclist desire lines and to offer smoother transitions where practicable.

- The right turning traffic lane provided at the Pembroke Road / Northumberland Road junction is proposed to compensate for the removal of equivalent right turning lane onto Shelbourne Road. Additional transport modelling has been carried out and it has been determined that the length of the lane provided can be shortened from what was shown within the public consultation documentation, with subsequent benefits in terms of cycle track widths and tree retention. A section of right turn lane is still deemed to be required within the design proposals.

- Where practicable, junctions were further developed so as to provide short sections of cycle track on approach to and exit from the junction at side roads in order to safely connect cyclists arriving from the side roads into the protected junctions and from the junction into the side road. This has been achieved at most junctions along the CBC.

- Additional transport modelling has been carried out and it has been determined that the length of the right turn lane proposed in Ballsbridge from Merrion Road onto Anglesea Road can be shortened from what was shown within the public consultation documentation, with subsequent benefits in terms of footpath widths along the Balls Bridge structure. A section of right turn lane is still deemed to be required within the design proposals.

- In relation to the two-way cycle track on Nutley Lane, the tie-in with the signalised junction on R138 Stillorgan Road has been further reviewed. It has been determined that the two-way cycle track can remain on the Elm Park Golf and Sports Club side of Nutley Lane and continue to the junction, thus, removing the requirement for an additional standalone toucan crossing. Cyclists will join/exit the two-way cycle track on the north-eastern corner of the junction, with appropriate crossing facilities provided at the junction.

- Shared landing areas are proposed where there is insufficient space to provide an island bus stop. The cycle track width would be reduced on the approach as a traffic calming measure to slow cyclists down and an island is proposed for bus users arriving and departing; this is to prevent bus users stepping directly into the cycle track. Cyclists will be required to yield to pedestrians when a bus is stopped at the bus stop.

All reasonable measures will be taken to provide a consistent implementation of a cycle regime that helps achieve the objectives 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. To this end, the NTA has developed specific design guidance (BusConnects Preliminary Design Guidance Booklet - BCPDGB) to ensure that a consistent approach is adopted across all BusConnects CBC routes, with road user safety and the Protected Junction for Cyclists forming a central pillar of this guidance.

Specific attention is being given to the sections of the route which interact with existing, temporary, and planned cycle infrastructure such as at the Grand Canal

Greenway. Junction designs are also being refined to ensure that cyclists can negotiate and traverse junctions safely. Along the corridors, cyclists will be provided with segregated cycle tracks and protected junctions where practicable.

While the desirable minimum width for a single-direction, with-flow, raised-adjacent cycle track is 2.0m, where necessary a minimum width of 1.5m is applied which, based on the National Cycle Manual (NCM) Width Calculator, allows for single file cycling. Narrowing to this width of 1.5m along isolated portions of the route is proposed in order to minimise and/or remove landtake in adjacent properties, while retaining sufficient footpath widths and minimum carriageway widths as well as ensuring continuity of the proposed cycling infrastructure. It is proposed that cycle tracks will be physically separated from adjacent traffic lanes by an upstand kerb.

The final designs have been undertaken in accordance with all relevant design standards and an independent Stage 1 Road Safety Audit has been carried out prior to finalisation in order to identify and rectify any issues identified.

## Issue 2: Pedestrian Safety

Throughout the scheme, many concerns were raised over pedestrian safety, particularly in relation to the narrowing of footpaths, in addition to high speeds and volumes of traffic.

The safety of vulnerable road users, in particular children, using narrower footpaths and also having to cross a wide and busy roadway, is of concern to stakeholders.

Specific reference was given to the proposed footpath widths in Ballsbridge Village, which were suggested to be too narrow. Submissions requested that footpaths be widened in Ballsbridge, particularly as there are large levels of footfall in the village.

Residents of Merrion Road also raised concerns that the proposed width of footpaths along Merrion Road could be too narrow. This could cause safety concerns for pedestrians, due to the proximity to general traffic lanes and bus lanes, could contradict the Dublin City Development Plan 2016-2022, and also contradict social distancing guidelines, post COVID-19.

Residents also raised concerns for pedestrians at shared spaces, such as crossings and bus stops. It was requested that clear grade segregation be provided along the route. Some private groups raised concerns for those with disabilities and requested that crossings and bus stops be designed to protect those with disabilities, by reducing the number of potential conflict points.

A submission suggested that a lack of pedestrian footpath on both sides on Nutley Lane could result in pedestrians walking in the dedicated cycle track.

### ***NTA Response to Issue 2***

In response to issues raised during the EPR public consultation, a number of sections along the route were amended as part of the PRO design development,

and a key outcome of many of these design interventions is enhanced provision for vulnerable road users. Key design development changes are:

- On Pembroke Road, the pedestrian environment was a key consideration in the design development and following review of the submissions received, consultation with local resident and business associations and further analysis, the PRO proposal now consists of a 2-lane cross-section (narrowed from existing). This has resulted in the retention of existing footpath widths and allows for safe pedestrian crossing points.
- Likewise, on Baggot Street Upper, the PRO proposal has a narrower road width than the existing situation and maintains the provision of signalised pedestrian crossing points.
- Along Merrion Road between Simmons Court Road and Ailesbury Road the PRO proposals enable a 2m minimum footpath width to be provided with widths of up to 4.5m provided in certain locations.
- The majority of junctions on the route would be modified to allow for separate cyclist and pedestrian crossings, however shared spaces would still be used where suitable separate facilities cannot be achieved.
- Amendments have been made to the PRO design relating to pedestrian safety including the provision of additional controlled crossing points at Baggot Street Lower and Baggot Street Bridge. The crossing length for pedestrians has also been shortened at a number of junctions.
- Cycle tracks and pedestrian crossings will continue straight as raised tracks and tables across un-signalised side roads. This proposed entry treatment will mean that vehicles will need to navigate two 60mm kerbs to cross the pedestrian crossing when turning from the main road.

A key upgrade in the PRO is that major signalised junctions are generally arranged as 'Protected style' layouts with better cyclist protection and pedestrian crossing facilities. For example, the consolidation of the Pembroke Road / Merrion Road / Herbert Park junction into a single crossroads provides dedicated pedestrian crossings on all arms plus a significant increase in the urban realm. This greatly improves the pedestrian environment in the busy area of Ballsbridge.

In the PRO, island bus stop layouts have also been incorporated as the preferred arrangement for bus stops where they interact with a cycle track where space is available. Where space is constrained, cycle movement through bus stop locations would be managed through the provision of signage and markings, tactile paving and alignment changes to the cycle track. These proposals have been developed with pedestrian and safety in mind, with particular attention given to the safety of mobility impaired users.

The final designs have been undertaken in accordance with all relevant design standards and an independent Stage 1 Road Safety Audit has been carried out prior to finalisation in order to identify and rectify any issues identified.

### Issue 3: Loss of Residential Amenity / Access

There were a number of concerns raised throughout the scheme in relation to loss of access to local areas, particularly at Pembroke Road and Nutley Lane.

Residents on Pembroke Road, although supportive of the reduced need for land take, were concerned that the bus gate on Pembroke Road could potentially reduce residents' access to Baggot Street and the city centre.

Some residents on Nutley Lane raised concerns that proposals such as the change of bus stop location and the two-way cycle track on Nutley Lane, could impact access of residents exiting and entering their driveways. Residents on Nutley Avenue were also concerned that traffic management measures along Nutley Lane could increase congestion on surrounding roads, impacting on local access to surrounding areas and amenities.

#### ***NTA response to Issue 3***

In response to issues raised during the EPR public consultation, a number of sections along the route were amended as part of the PRO design development, and a key outcome of many of these design interventions is enhanced provision of bus priority, cyclist facilities and pedestrian facilities. In some locations these enhanced facilities for sustainable transport modes are provided through a reduction in space for private cars. While the operational capacity of some junctions may be reduced for the movement of private cars, the total capacity for the movement of people will be increased. This infrastructure, in combination with an updated bus network will improve access to properties, developments and businesses along this corridor.

Regarding Pembroke Road, the development of the PRO included multiple consultation sessions with resident groups and was subject to a detailed Multi-Criteria Analysis (MCA). This exercise assessed the potential diversions for both external and local traffic in the area. It is considered that the presence of the bus gate does not significantly deter trips originating on Pembroke Road and travelling into Baggot Street or the city centre due to the significant number of alternative routes available and the relatively short diversion distances for those travelling by private vehicle. The journey distance for those using sustainable transport remains unchanged.

Regarding Nutley Lane, the two-way cycle track has been positioned on the golf course side of the road between the access to St. Vincent's University Hospital and the R138 (Stillorgan Road), which removes the potential for conflict with the majority of residential driveways on Nutley Lane. Regarding Nutley Avenue, the transport modelling carried out as part of the Traffic Impact Assessment (TIA) does not indicate significant increases in traffic on the surrounding local roads in the proposed scenario. It is also noted that the preliminary design does not propose any amendments to the existing modal filter from Nutley Avenue to Nutley Road.

In the preparation of the preliminary design for the UCD Ballsbridge to City Centre CBC, which forms part of the Belfield / Blackrock to City CBC Scheme

(the Proposed Scheme), the NTA have ensured that individual property access have been appropriately accommodated.

#### Issue 4: Supportive of the Scheme

Residents, interested parties and the local community were generally supportive of improvements to the public transport system, delivering a better, more reliable and efficient bus service and safer cycle facilities, however, some believed that there were further improvements that could be made to the scheme.

Residents, interested parties and private groups were also generally supportive of the improvements to cycle facilities, the reduction of tree removal, improved junction designs, and the provision of two design options for Nutley Lane.

An interested party noted support for the high-quality design of the scheme, noting the CBC design should be used as a standard model for all routes.

#### *NTA response to Issue 4*

The NTA welcomes this positive feedback on the objectives of the scheme as well as the support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the statutory consultation process to facilitate the development of a scheme that maximises the benefit to all.

#### Issue 5: Traffic Disruptions due to Traffic Diversions

Residents raised concerns, that traffic management measures on Pembroke Road and Nutley Lane could potentially force cars onto alternative routes, in particular onto residential routes, increasing safety concerns and impacting residents' quality of life.

Residents were generally supportive of the bus gate at Pembroke Road, however, some residents were concerned that the traffic restrictions could potentially result in cars being forced onto residential roads such as Pembroke Lane, Elgin Road and Wellington Road. Residents requested measures be put in place to reduce the potential for this issue, but to also allow residents to access these roads.

There were particular concerns that traffic management measures on Nutley Lane could potentially force traffic onto alternative residential routes such as Nutley Avenue, Nutley Road, Ailesbury Road, Ailesbury Drive and Shrewsbury Road. There were also concerns that this could cause further congestion at the junction at Donnybrook church. This was raised as a major issue, as this junction is already congested. Concerns were raised that a proposed residential development (Cairn Homes) on the RTE site could increase traffic congestion in the area. Residents of Nutley Avenue and Nutley Road were also concerned with potential proposals to remove the cul-de-sac between the two roads. Residents were concerned that this proposal could increase congestion for residents, due to motorists potentially using this as an alternative route to Nutley Lane.

***NTA response to Issue 5***

In response to issues raised during the EPR public consultation, a number of sections along the route were amended as part of the PRO design development, and a key outcome of many of these design interventions is enhanced provision of bus priority, cyclist facilities and pedestrian facilities. In some locations these enhanced facilities for sustainable transport modes are provided through a reduction in space for private cars. While the operational capacity of some junctions may be reduced for the movement of private cars, the total capacity for the movement of people will be increased. This infrastructure, in combination with an updated bus network will improve access to properties, developments and businesses along this corridor.

Traffic management measures (e.g. suite of turn bans, directional signage strategy, sections of filtered permeability on local streets) have been proposed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. In addition to the proposed Bus Gate on Pembroke Road, these measures include proposed turn bans from both Herbert Place and Wilton Terrace to McCartney (Baggot) Bridge, a turn ban from Mespil Road to Baggot Street Upper, a right turn ban from Ballsbridge onto Shelbourne Road, left turn entry only onto Elgin Road from Ballsbridge, as well as offline measures at Clyde Lane (to make the westernmost c. 70m of Clyde Lane one-way north/westbound on approach to Clyde Road) and Pembroke Park (to introduce a No Right turn onto Herbert Park from Pembroke Park).

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

**Issue 6: Removal of Trees**

Submissions were generally supportive of the reduction in potential tree loss, however, there were continued concerns for any loss of trees, particularly on Merrion Road and Nutley Lane.

The concerns that were expressed relate mainly to aesthetics of the area and environmental concerns, including carbon absorption, biodiversity aspects, air quality and noise pollution.

Some submissions raised concerns that the number of trees to be lost was not recorded correctly. In addition, there were also concerns that insufficient detail had been provided with regards to replanting plans along the route.

***NTA Response to Issue 6***

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the

requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.

The impact on trees has been accurately quantified during the preliminary design stage. Within the extents of the UCD Ballsbridge to City Centre CBC there will be a greater number of trees removed than those to be planted, however the planting scheme also comprises significant new areas of ornamental planting and amenity grassed areas. In addition, it is noted that within the extents of the Blackrock to Merrion CBC there is a greater number of trees to be planted than to be removed, and collectively that is also the case when considering the two CBCs as the Proposed Scheme in its entirety.

A full planting scheme has been designed and included in the Proposed Scheme. The planting scheme will optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.

Along the Merrion Road it is recognised that a number of existing trees are proposed to be removed, however, the cross-section and alignment has been designed so as to optimise the objectives of the Proposed Scheme versus the environmental impact. The preferred cross-section for the section between Ailesbury Road and Shrewsbury Road would include a three-lane cross-section with back-to-back bus lanes in either direction. This would result in a number of trees being retained which were proposed to be removed under the EPR proposals. On Merrion Road in the vicinity of Merlyn Road, while two trees on the northern side are proposed to be removed, the existing kerb on the southern side of the road is proposed to be retained at this location, along with the adjacent trees on that side being retained as result.

On Pembroke Road, additional transport modelling has been carried out and it has been determined that the length of the proposed right turn lane onto Lansdowne Road can be shortened from what was shown within the non-statutory public consultation, with associated benefits in terms of tree retention along this section.

In the Ballsbridge area, the impact to existing trees has been minimised, including amendments to the alignment of the Herbert Park arm to limit the impact on the adjacent landscaped area to the east, while the Public Realm proposals as part of the scheme, proposes significant planting in the area – the rationalisation of the junction offers large areas for new landscaping. This includes new trees along with new ornamental planting.

The proposed road alignment along Nutley Lane was revised to retain the existing kerb line on the residential side, and as such retain the existing on-street trees within the narrow verge along this footpath, and remove the requirement for land acquisition and tree removal in private residential properties.

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

## Issue 7: Loss of Parking and Loading

Concerns were raised across multiple sections of the CBC with regards to loss of parking and loading. Particular concern was raised at Merrion View Avenue, Pembroke Road, and Nutley Lane.

Residents of Merrion View Avenue were concerned about the proposed change of access to the road, which would reduce the amount of available parking. Residents noted that parking was already limited in the area, due to the proximity to St. Michaels College and the Merrion Shopping Centre. Residents requested the changes be reversed, with parking reinstated.

Businesses and private groups were concerned about a reduction in loading bay and parking provision along Pembroke Road. Businesses on Pembroke Road that did not have a back entrance, requested that loading bays be provided in front of their premises. It was suggested that an extension of the bus gate could facilitate this provision.

Residents of Nutley Avenue and Nutley Road were concerned that increased use of both roads, as a result of traffic management measures on Nutley Lane could lead to an increased demand in parking along Nutley Avenue and Nutley Road.

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

As part of the preliminary design process a Parking Survey Report was prepared to understand the impacts of the scheme in terms of parking. The impact on public parking and loading has been reviewed, along with consideration being given to issues raised in the submissions received, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

The proposed amendment to the access to Merrion View Avenue is minimal and the existing access gate to the laneway behind the eastern row of houses is now to be retained. In combination with the proposed adjustment to the PRO as identified in Issue 11 and the existing double yellow lines at the junction, it is not expected that existing parking numbers will be affected by the proposed scheme.

With regard to the proposed parking provision on Pembroke Road, the PRO proposes to facilitate additional parking and loading on Wellington Road adjacent to the Pembroke Road junction in order to adequately facilitate businesses and residents in this area. In Baggot Village (Baggot Street Upper retail area), every effort has been made to retain as many parking spaces and loading bays as possible, while balancing the improvement of pedestrian and cyclist facilities. In response to the submissions, the modified design has allowed for an additional disabled bay to be added on Baggot Street Upper on the southern side, as well as a new disabled bay being proposed on Waterloo Road. In addition to this, an additional loading area is proposed on Eastmoreland Place to serve businesses on the eastern end of Baggot Street Upper, and to provide an opportunity for loading on the eastern side of the proposed bus gate.

The loading bay proposed on Wellington Road is intended to be a direct replacement of the existing loading bay c. 50m away on Pembroke Road, currently outside the Lansdowne Hotel. Given the retention of loading facilities on Baggot Street Upper and new facilities proposed on Eastmoreland Place, it is not envisaged that the proposed loading bay on Wellington Road will result in trolleying of goods from this location to Baggot Village (Baggot Street Upper retail area). No loading bays are proposed on Raglan Road. With the rearranging of parking spaces on the eastern side of Wellington Road, there is an increase in the number of parking spaces on the street even with the provision of the compensatory loading bay.

The loading bays outside the commercial units at 4-18 Merrion Road are proposed to be increased to accommodate additional delivery vehicles, resulting in a reduction in the quantum of general parking spaces. Five additional parking spaces are proposed in the immediate vicinity on Ballsbridge Park to offset the loss of general parking.

Aspects of the Proposed Scheme and network proposals are expected to mitigate the reduction in parking (such as the loss of on-street Pay & Display parking on Nutley Lane) by reducing the reliance on private cars due to availability of an improved bus network with journey time reliability, by the availability of improved cycling infrastructure, and by the continued and managed use of private off-street parking.

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

## Issue 8: Increased Air and Noise Pollution

Residents were concerned that the proposed traffic management measures in addition to the removal of trees and natural vegetation along the route could increase air and noise pollution levels along the route.

It was suggested that increased traffic levels along the route and on alternative residential routes, could potentially result in increased air pollution, in the form of nitrogen emissions from car exhausts of non-electric vehicles. It was further suggested that the proposed removal of trees could exacerbate the issue, as the natural vegetation currently absorbs toxins released from car exhausts.

Residents raised concerns that possible increased traffic levels along the route and on alternative residential routes might result in higher levels of noise pollution. Concerns were also raised that the removal of trees along the bus corridor could potentially increase noise levels further, due to the trees currently acting as a natural sound barrier.

Many residents of Nutley Avenue were concerned that increased traffic levels, due to traffic management measures on Nutley Lane, would increase both air and noise pollution levels, impacting the quality of life of residents.

### ***NTA Response to Issue 8***

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through traffic. Local traffic management measures are also proposed to ensure that through traffic movement on local side streets is minimised. This includes offline traffic management measures at Clyde Lane (to make the westernmost c. 70m of Clyde Lane one-way north/westbound on approach to Clyde Road) and Pembroke Park (to introduce a No Right turn onto Herbert Park from Pembroke Park).

In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Design development has involved minimising tree loss, for example along Nutley Lane (residential side), Pembroke Road and Merrion Road where trees are now being retained as a result of design development in certain sections in response to public consultation submissions. Proposed traffic management measures including the bus gate on Pembroke Road and the Signal Controlled Priority on Merrion Road, will reduce the volume of commuter traffic along the corridor. The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed (when considering the Proposed Scheme collectively).

The potential impact of the scheme in relation to Air quality and Noise impacts will be detailed as part of the 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 emissions and 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.

The submissions received have been taken into consideration as part of the PRO design development, including the proposals for Nutley Lane.

### **Issue 9: Nutley Lane**

Residents and a private group were supportive of the opportunity to choose between two different design options on Nutley Lane. There was an even split between submissions in support of Option A and Option B.

Some submissions requested cycle tracks be included on both sides of the road, rather than facilitating two-way cycling on one side of the road only, due to safety concerns relating to cyclists crossing the road at two points along the road. Some submissions suggested alternative solutions in order to facilitate a cycle track on both sides of the road, including converting Nutley Lane to a one-way road for regular traffic.

It is noted that, although a number of submissions directly indicated their preference for one or other of the options, a number of submissions indirectly referred to the impacts of Option B in relation to traffic disruptions, loss of residential access, and loss of parking. These have been captured elsewhere in this report in the context of the relevant issues.

In addition, some submissions received, which referenced Nutley Lane, did not express a preference for one option over the other while other submissions rejected both options.

### **Option A**

Half of the submissions which expressed a preference relating to Nutley Lane were in support of Option A. These were primarily from residents or resident associations within the surrounding area. Residents felt that traffic management measures on Nutley Lane under Option B, would force cars onto alternative residential routes, including Nutley Avenue and Nutley Road. There were concerns that this could increase congestion, reduce privacy, increase air and noise pollution, reduce safety, negatively impact the environment, reduce accessibility and result in property devaluation.

### **Option B**

Half of the submissions which expressed a preference relating to Nutley Lane were in support of Option B. These submissions were from both residents and non-residents, who had an interest in the proposals along the route, including those on Nutley Lane. These submissions that preferred Option B, however, requested that the cycle track be moved to the residential side of the road, in order to facilitate access for residents of Nutley Lane to their homes.

#### ***NTA Response to Issue 9***

Following the review of the submissions received within the non-statutory public consultation, the NTA and the design team re-engaged with the Nutley Lane Residents Association and arranged a meeting to discuss their understanding of the options assessed. During this meeting it was outlined that the bus gate option presented within the Draft PRO would not allow general traffic through it. As such, it was requested by the attendees that such an option be assessed which reflected their understanding of the option presented. In a subsequent meeting, the findings of the assessment of this option were presented and it was noted that preferred route option remained unchanged. It was then requested by the attendees that a further option be assessed.

Since the non-statutory public consultation period, and following on from engagement with representatives of the Nutley Lane Residents Association, the design team has developed and assessed two further options along Nutley Lane (giving a total of seven options assessed within the Final PRO Report).

The first of the two new options examined (Option NL6), removed bus lanes in both directions on Nutley Lane between the junctions of Nutley Road and the entrance to St. Vincent's University Hospital. This resulted in a 2-lane cross-section on Nutley Lane between these two junctions. (Signal-controlled bus priority on both approaches is required to achieve this).

The second of the two new options examined (Option NL7), removed the bus lane in the south-west bound direction (From the entrance to St. Vincent's University Hospital to Nutley Road). This resulted in a 3-lane cross-section on Nutley Lane between these two junctions.

Both of these options were examined via the MCA process in relation to Nutley Lane in determining the PRO. Also, as the MCA process is a comparative analysis of options relative to each-other, the previously-examined options were also re-examined in comparison to the new full suite of options.

The results of this analysis were such that the previously-considered PRO remains unchanged, and the provision of a bus lane in both directions along the length of Nutley Lane remains to be the preferred option. Also, the removal of the existing cul-de-sac on Nutley Avenue, at its junction with Nutley Road, is no longer proposed under the PRO.

It is considered that the NTA and the design team have given due attention to the submissions received and to the potential alternatives proposed throughout the non-statutory consultation process.

In relation to the suggestion that the design team had not considered a 2-lane cross-section, it is noted that the Draft PRO Report, published as part of the third non-statutory public consultation, included a 2-lane option with a bus gate within the Options Assessment, and as described above an additional 2-lane option is also now included in the Final PRO Report.

In relation to the two-way cycle track on Nutley Lane, the tie-in with the signalised junction on the R138 Stillorgan Road has been further reviewed. It has been determined that the two-way cycle track can remain on the Elm Park Golf and Sports Club side of Nutley Lane and continue to the junction. This removes the requirement for an additional standalone Toucan crossing at the Nutley Park junction. Cyclists will join/exit the two-way cycle track on the north-eastern corner of the R138 Stillorgan Road junction, with appropriate crossing facilities provided at the junction.

## Issue 10: Insufficient Consultation of the Scheme

Some submissions questioned the options assessment and data collection process, particularly with regards to Nutley Lane. There were also concerns that alternative options for Nutley Lane had not been explored enough.

A resident was concerned that the public consultation documentation was not detailed enough and requested further information. It was also suggested that the maps did not clearly indicate which trees are proposed to be removed. A resident was concerned that the maps of Merrion Road were incorrect due to concerns that there was not sufficient space on Merrion Road to facilitate the proposed cross-section.

There were further suggestions that sufficient detailed surveys have not been carried out to date to justify proceeding with the plan, including socio-economic, traffic, environmental, tree and transport demand surveys.

An assessment of alternative options was requested by a number of residents, particularly those on Nutley Lane.

A resident raised concerns that the impacts of BusConnects, with regards to proposed land acquisition and tree loss will be irreversible, and therefore requests these surveys are completed prior to continuation of the project.

### ***NTA Response to Issue 10***

In response to this second non-statutory public consultation the NTA received 34 submissions for the CBC. There have also been a number of both one-to-one meetings and meetings with residents' groups during the development of the PRO.

The NTA then held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the COVID-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the safety of their own homes. This facility allowed the public to access the updated draft PRO maps, timelines and any revisions made, since the second round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the Proposed Scheme.

### **Issue 11: Merrion View Avenue Access**

Residents of Merrion View Avenue raised concerns with the proposed change of access to the laneway behind the houses on the south-eastern side of Merrion View Avenue, in order to facilitate road widening along the Merrion Road. The change of access from Merrion View Avenue to the Merrion Road, in addition to the redesign of the access to Merrion View Road was a cause of concern for residents due to the suggested potential for:

- Increased security risks, due to the laneway access becoming more visible, and therefore vulnerable to unauthorised access;
- Increased safety risks, due to the lack of space for cars to turn when entering or exiting the laneway;
- Loss of parking for residents, an already scarce commodity; and
- Property devaluation as an indirect result of the above concerns.

Residents requested that the existing access be retained from Merrion View Avenue. One resident suggested removing trees on the Merrion Road in order to facilitate road widening, and another suggested resurfacing the laneway.

### ***NTA Response to Issue 11***

The specific arrangement at this location and the potential impact upon the Merrion View Avenue laneway has been reviewed in the context of the submissions received.

The NTA has engaged with the affected residents directly in order to develop an agreed approach. The Proposed Scheme design now retains the existing access to the laneway behind the south-eastern row of houses off Merrion View Avenue.

With regard to existing parking along Merrion View Avenue the Proposed Scheme does not propose to reduce the quantum of parking currently in place, i.e. the proposed entry treatment works will allow the existing parking areas to be retained.

## Issue 12: Need for Scheme

Some submissions expressed an opinion that the scheme was not needed in the area and the current provision of public transport and cycle tracks are sufficient. These submissions generally suggested that the scheme would not benefit them enough to warrant potential changes and disruption to their quality of life.

Stakeholders were also concerned that the aftermath of COVID-19 could potentially impact mobility patterns, including increasing working from home, reducing peak hour traffic and reducing the general use of public transport for a number of years, thereby reducing the need for proposals.

### *NTA Response to Issue 12*

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the UCD Ballsbridge to City Centre corridor as an appropriate corridor for the development of a CBC.

The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The policy context for the corridor is set out in the ‘Dún Laoghaire to City Centre Core Bus Corridor Options Study’ and ‘Ballsbridge to City Centre Core Bus Corridor – Route Options Assessment Report’ prepared by Aecom and Roughan & O’Donovan consulting engineers on behalf of the NTA in December 2017 and February 2018 respectively.

These reports assessed various CBC route options and recommended an EPR based on an MCA of the potential options – which has now been further refined as a PRO.

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

An Environmental Impact Assessment Report (EIAR) has been prepared for the UCD Ballsbridge to City Centre CBC and submitted as part of the planning

application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in its assessment of the Proposed Scheme.

### **Issue 13: Devaluation of Property**

Residents of Nutley Avenue and Merrion View Avenue in particular raised concerns about property devaluation as a result of proposals along the route.

Nutley Avenue residents raised concerns that traffic management measures along Nutley Lane will result in increased cars onto Nutley Avenue.

If the cul-de-sac is removed, connecting Nutley Avenue and Nutley Road, residents raised concerns that motorists could potentially use Nutley Avenue as an alternative route to Nutley Lane. Concerns included increased congestion, reduced privacy, increased air and noise pollution, reduced safety, negative impact to the environment, reduced accessibility, all leading to property devaluation.

Residents raised concerns that proposals on Merrion View Avenue including reduced parking provision and changes to the access to the laneway behind the houses on the south-eastern side of Merrion View Avenue will cause property devaluation. Concerns with regards to the laneway change of access included reduced privacy, reduced security and reduced safety. These issues in combination with reduced parking have resulted in concerns over property value.

#### ***NTA Response to Issue 13***

The design has sought to minimise impact on adjacent properties and driveway access. In response to issues raised during the EPR non-statutory public consultation, a number of sections along the route were amended in the PRO, many of which reduced the impact on private properties.

Where potential land acquisition is envisaged, the NTA have, and will continue to, 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 Compulsory Purchase Order (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.

As described in the response to Issue 9 above, the results of the MCA for Nutley Lane were such that the previously-considered PRO remains unchanged, and the provision of a bus lane in both directions along the length of Nutley Lane remains to be the preferred option. Also, the removal of the existing cul-de-sac on Nutley Avenue, at its junction with Nutley Road, is no longer proposed under the PRO.

As described in the response to Issue 11 above, the specific arrangement at Merrion View Avenue and the potential impact upon the laneway has been reviewed in the context of the submissions received, and it is now proposed to retain the existing access to the laneway behind the eastern row of houses off

Merrion View Avenue. With regard to existing parking along Merrion View Avenue the PRO does not propose to reduce the quantum of parking currently in place, i.e. the proposed entry treatment works will allow the existing parking areas to be retained.

In total, the PRO proposals have reduced the number of properties impacted by permanent land acquisition as a result of road widening from 49 properties down to 10 properties when compared to the EPR for the UCD Ballsbridge to City Centre CBC.

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

## 3 Third Public Consultation (Nov-Dec 2020)

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### 3.1 Overview

The third non-statutory public consultation on the updated draft PRO, ran from 4<sup>th</sup> November 2020 until 16<sup>th</sup> December 2020.

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

Copies of the 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 NTA's website.

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

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 Public Consultation

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

The CBC Information Brochure was available for downloading from the NTA's BusConnects website (<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://busconnects.ie/initiatives/core-bus-corridors/background-information/technical-documents/>

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
- Corridor 14 - UCD Ballsbridge to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Dún Laoghaire to City Centre Core Bus Corridor – Stage F Road Safety Audit including Designer’s Response to Road Safety Audit;
- Dún Laoghaire to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Ballsbridge to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report - Route Options Assessment Report incl. Appendices;
- Concept Scheme Drawings for the EPR;
- Concept Scheme Drawings for the draft PRO; and
- Traffic Count Data 2019 – 2020.

### 3.3 Approach to Assessing the Submissions

The review of the submissions commenced in December 2020 once the consultation period had closed. The NTA received **292** submissions for the UCD Ballsbridge to City Centre updated draft PRO, from the 4<sup>th</sup> of November 2020 until the 16<sup>th</sup> of December 2020. Most entries were digital (email and/or digital letter via email). No petitions with multiple signatures were received.

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 CBC was divided into six 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 six sections were (refer to **Figure 4**):

- Section 1: UCD to Nutley Lane\*;
- Section 2: Nutley Lane;
- Section 3: Merrion Road – Nutley Lane to Sandymount Avenue;
- Section 4: Merrion Road – Sandymount Avenue to Shelbourne Road;
- Section 5: Shelbourne Road to Eastmoreland Place; and
- Section 6: Eastmoreland Place to Mount Street Lower.

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

\*It is noted that, although a reference map was included within the UCD Ballsbridge to City Centre PRO Information Brochure, this section now forms part of the Bray to City Centre CBC

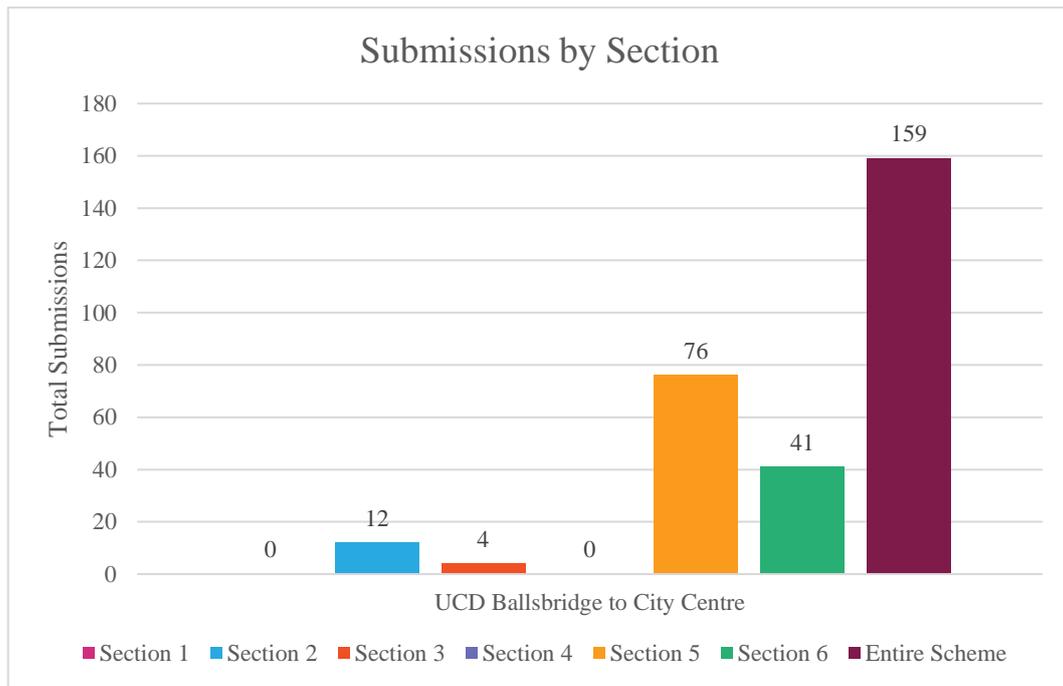
Scheme. It has been included within this report to ensure any submissions received have been captured.



**Figure 4: UCD Ballsbridge to City Centre Core Bus Corridor Map.**

A large proportion of the submissions (26%) related to the Section 5 ‘Shelbourne Road to Eastmoreland Place’. Section 6 ‘Eastmoreland Place to Mount Street Lower’ received 14% of submissions and the ‘Entire Scheme’, attracted the most submissions, at 55%. The ‘Entire Scheme’ submissions generally discussed issues that affected all areas of the route, such as proposed tree removal or cyclist safety at junctions.

Section 2 'Nutley Lane' accounted for a further 4% of submissions. Section 3 'Nutley Lane to Sandymount Avenue' accounted for 1% of submissions. There were no submissions for Section 1 'UCD to Nutley Lane' and for Section 4 'Sandymount Avenue to Shelbourne Road'. The distribution of submissions, across the various sections of the scheme can be seen below in **Figure 5** and **Table 4**.



**Figure 5: Distribution of Submissions per Section of the UCD Ballsbridge to City Centre Core Bus Corridor.**

**Table 4: Number of Submissions per Section of the UCD Ballsbridge to City Centre Core Bus Corridor.**

Section	Number of Comments	Percentage
1: UCD to Nutley Lane	0	0%
2: Nutley Lane	12	4%
3: Nutley Lane to Sandymount Avenue	4	1%
4: Sandymount Avenue to Shelbourne Road	0	0%
5: Shelbourne Road to Eastmoreland Place	76	26%
6: Eastmoreland Place to Mount Street Lower	41	14%
The Entire Scheme	159	55%
Total Assessed	292	100%

### 3.5 Profile of Those Making Submissions

Of the submissions received:

- 74% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;
- 1% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;
- 8% were from representative bodies or associations, and mainly address community-focused issues;
- 5% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme;
- 3% were from public bodies, addressing infrastructure issues
- 9% were from politicians, addressing issues in the study area.

### 3.6 Themes Raised in the Submissions

All **292** of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in **Table 5**. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

**Table 5: Frequency of Themes raised through the Submissions.**

Theme	Frequency of Comments
Accessibility/ Traffic Impact	150 comments
Integration / Bus Network	161 comments
Land Acquisition	25 comments
Safety	110 comments
Environmental Issues	96 comments
Social Impact	60 comments
Economy / Impact on Local Business	86 comment
Heritage	39 comments

### 3.7 Summary of The Main Issues Raised

This section identifies the key issues raised in the third non-statutory public consultation process. The NTA have established the validity of the concerns, the potential consequences for the project, and determined 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 relating to the CBC scheme are as follows:

1. Cyclist Safety;
2. Pedestrian Safety;
3. Loss of Residential/Amenity Access;
4. Supportive of the Scheme;
5. Additional Traffic;
6. Removal of Trees;
7. Loss of Parking and Loading;
8. Increased Air & Noise Pollution;
9. Nutley Lane;
10. Insufficient Consultation of Scheme;
11. Need for the Scheme; and
12. Devaluation of Property.

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

#### Issue 1: Cyclist Safety

The submissions received in relation to cyclist safety generally presented specific observations on junction layouts and potential interventions along the links. The following summarises some of the specific items raised in the submissions received:

- Concerns were expressed about the inbound route toward Pembroke Road, proposing Northumberland Road as an alternative (suggesting cycle lanes routed down Pembroke Road would intersect with the Grand Canal cycle route and could reconnect with the Northumberland Road).
- One submission raised concerns about any cycle journey from Pembroke Road to Stephen's Green.
- Concerns were raised about cycle track widths, in particular the 1.5-2.0m width which the submission did not consider ideal for safety, transition nodes and range of bicycle types in use (i.e. cargo-bikes etc. not considered). A specific submission refers to the section between Sandymount Avenue and Nutley Lane.

- A group was concerned about cycle tracks at Pembroke Road just after Raglan Road being proposed between parking and the footpath.
- A residents' group was concerned about loading bays relocated to their area and on Raglan Rd. (impact on cyclists' safety and level of traffic increasing, taking space for pedestrian and cyclists).
- One specific submission advised general design requirements (consistent junction design, radii of corners for cyclists, location of cyclist crossing push button units, consideration of countdown clock and wait time, sufficient cycle travel time through the junction).
- A group raised concerns on various areas throughout the scheme. They were concerned about the proposed layout for Fitzwilliam Street (no need for four lanes of traffic) and Baggot Street (considered too wide). They suggested reducing the width and allocating the extra space for trees, widen footpaths, island bus stops and a high quality of cycling infrastructure. In addition, they expressed serious concerns about the junction at Waterloo Road, suggesting that the design seems too narrow in terms of cyclists' safety (i.e. turning to Pembroke Road) and noting that there was no separate cycle crossing from Baggot Street Upper onto Waterloo Road. They also raised concerns about the Pembroke Road / Northumberland Road junction which they considered unsafe for cyclists (i.e. suggesting that there is no marked space for cyclists). They suggested to consider the redesign of the junction implementing smooth bends and a safe, comfortable experience. Concerns were also raised in relation to Pembroke Road and the justification for the right turn lane, suggesting it takes away from space which could be allocated for adequate cycling infrastructure and tree planting. They raised concerns about the two-way cycle track configuration on Nutley Lane, suggesting that cyclist should not have to cross the road multiple times in this manner, and that eastbound cyclists may end up remaining in the bus lane.

### ***NTA response to Issue 1***

Subsequent to the public consultations, amendments have been made to the design on certain key sections referred to in the submissions, along with general improvements to the vulnerable road user environment where possible. The following are a number of specific changes which have been introduced into the design:

- The Baggot Street Upper / Waterloo Road / Pembroke Road junction design has been reviewed and full protection provided for cyclists, including protected waiting area for cyclists turning right from Waterloo Road.

An additional cycle crossing is proposed across the Pembroke Road arm to cater for right turning cyclists onto Waterloo Road.

- The Pembroke Road / Northumberland Road junction design has been revised further to realign cycle crossings to suit cyclist desire lines and to offer smoother transitions where practicable.

- The right turning traffic lane provided at this location is proposed to compensate for the removal of equivalent right turning lane onto Shelbourne Road. Additional transport modelling has been carried out and it has been determined that the length of the lane provided can be shortened from what was shown within the public consultation documentation, with subsequent benefits in terms of cycle track widths and tree retention. A section of right turn lane is still deemed to be required within the design proposals.

- Additional transport modelling has been carried out and it has been determined that the length of the right turn lane proposed in Ballsbridge from Merrion Road onto Anglesea Road can be shortened from what was shown within the public consultation documentation, with subsequent benefits in terms of footpath widths along the Balls Bridge. A section of right turn lane is still deemed to be required within the design proposals.

- Where practicable, junctions were further developed so as to provide short sections of cycle track on approach to and exit from the junction side roads in order to safely connect cyclists arriving from the side roads into the protected junctions and from the junction into the side road.

- In relation to the two-way cycle track on Nutley Lane, the tie-in with the signalised junction on R138 Stillorgan Road has been further reviewed. It has been determined that the two-way cycle track can remain on the Elm Park Golf and Sports Club side and continue to the junction. Thus, removing the requirement for an additional standalone toucan crossing. Cyclists will join/exit the two-way cycle track on the north-eastern corner of the junction, with appropriate crossing facilities provided at the junction.

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 the sections of the route which interact with existing, temporary, and planned cycle infrastructure such as at the Grand Canal greenway. Junction designs are also being refined to ensure that cyclists can negotiate and traverse junctions safely. Along the corridors, cyclists will be provided with segregated cycle tracks and protected junctions where practicable.

While the desirable minimum width for a single-direction, with-flow, raised-adjacent cycle track is 2.0m, where necessary a minimum width of 1.5m is applied, which based on the National Cycle Manual (NCM) Width Calculator, allows for single file cycling. Narrowing to this width of 1.5m along isolated portions of the route is proposed in order to minimise and/or remove landtake in adjacent properties, while retaining sufficient footpath widths and minimum carriageway widths as well as ensuring continuity of the proposed cycling infrastructure.

The design proposals have also been subject to a Stage 1 Road Safety Audit – with amendments made as a result of items raised therein where relevant.

## Issue 2: Pedestrian Safety

The submissions received in relation to pedestrian safety generally referred to proposals at Pembroke Road and Baggot Village areas. The following summarises some of the specific items raised in the submissions received:

- Concerns were expressed about pedestrian safety (including at bus stops, crossings at junctions, crossing roads, etc.) in a number of sections. For the section of Wellington Road to the Baggot Street Upper junction on Pembroke Road, due to commercial vehicle parking and proximity to Montessori school and for the perceived lack of pedestrian crossings along the length of Pembroke Road and at Wellington Road junction. For the section of Sandymount Avenue to Nutley Lane, in relation to perceived conflict between the cycle track and bus stops (and throughout the route) which were considered to be unsafe for pedestrians in the submission. Submissions also suggested a risk of accident due to number of buses expected on Baggot Street Upper.
- Submissions raised concerns about loading bays being relocated onto Wellington Road, suggesting that this is dangerous for pedestrians, due to inadequate footpaths on Pembroke Road, and that the route to Baggot Street Upper is not suitable for trolleying of goods.
- Concerns were expressed about the proposed bus gate location on Pembroke Road, suggesting that it will cause increased traffic on Pembroke Lane, with associated safety concerns for elderly residents and children.
- A submission suggested pedestrian crossings provision at the Herbert Street junction and welcomed a protected crossing at Baggot Street's junction with Herbert Place.
- A submission raised suggestions in relation of the section from Fitzwilliam Street Lower and Mount Street Upper, including the introduction of traffic calming measures at Scoil Chaitríona Baggot Street.
- A residents association suggested consideration for alternative options from Baggot Street Lower (commercial and retail) and Mount Street Lower for entering/exiting Merrion Square South/East and Fitzwilliam Street Lower. Concerns were raised about the footpaths design on Baggot Street Lower.

### ***NTA Response to Issue 2***

In responses to issue raised, a number of sections along the route have been amended as part of the PRO to provide enhanced provision for pedestrians and vulnerable road users. Key design development changes are:

- While there are no mid-block pedestrian crossings (signalised or uncontrolled refuges) being proposed on Pembroke Road between Eastmoreland Place and Lansdowne Road, the overall carriageway width has been reduced to a 6m wide roadway, resulting in a shorter crossing width for those informally crossing the

road. The signalised pedestrian crossings at Waterloo Road and Lansdowne Road junctions also offer dedicated controlled crossing points, with the crossing point at the Lansdowne Road junction in particular having been rationalised from the existing 3-stage crossing arrangement. The crossing widths at side roads are also proposed to be reduced from the existing widths at Eastmoreland Place, Wellington Road, and Raglan Road, with raised table crossing treatments proposed.

- Regarding pedestrian safety at bus stops, all bus stops have been designed as per the BusConnects Preliminary Design Guidance Booklet which includes measures such as requiring cyclists to stop/yield to pedestrians at bus stops, mitigating the risk of conflicts.

- The loading bay proposed on Wellington Road is intended as a direct replacement of the existing loading bay c. 50m away on Pembroke Road, currently outside the Lansdowne Hotel. Given the retention of loading facilities on Baggot Street Upper and new facilities proposed on Eastmoreland Place, it is not envisaged that the proposed loading bay on Wellington Road will result in trolleying of goods from this location to Baggot Village (Baggot Street Upper retail area). It is also noted that the footpath widths are being maintained as existing (c. 5.5m), or widened where space allows, at this location on Pembroke Road.

- The transport modelling carried out as part of the TIA has not indicated a significant increase in traffic on Pembroke Lane in the proposed scenario. Pembroke Lane has existing traffic calming measures and a 30km/hr speed limit.

- In relation to pedestrian safety on Baggot Street Lower, at Herbert Street the crossing width is proposed to be reduced from the existing with a raised table crossing treatment provided for improved pedestrian safety. In addition to the proposed crossing nearby at the Herbert Place junction, a dedicated mid-block toucan crossing is also proposed c. 85m from Herbert Street to the north. This crossing is positioned in part to provide a controlled crossing point at Scoil Chaitríona Baggot Street. The footpaths on Baggot Street Lower are being retained as existing widths for the majority of the section, with localised reductions to a minimum of 2m adjacent to the parking bays which are being retained.

- Additional transport modelling has been carried out and it has been determined that the length of the proposed right turn lane onto Lansdowne Road can be shortened from what was shown within the non-statutory public consultation (which largely matched the length of the existing lane onto Shelbourne Road), with associated benefits in terms of footpath widths and tree retention.

- Subsequent to the public consultation, additional transport modelling has been carried out and it has been determined that the length of the proposed right turn lane onto Anglesea Road can be shortened from what was shown within the non-statutory public consultation (which largely matched the existing length), with subsequent benefits in terms of footpath widths along the Balls Bridge.

The design proposals have been assessed with respect to Transport for London (TfL) Pedestrian Comfort Guidance for London (2010), and the subsequent

pedestrian spatial calculator developed by Dublin City Council (based on the TfL guidance). The results indicated that the pedestrian comfort levels on proposed footpaths throughout the scheme achieve a satisfactory Level of Service, and generally maintain or improve upon the existing Level of Service. This is particularly the case in locations such as Pembroke Road and Baggot Street Upper, where there is high pedestrian activity and the footpath widths are proposed to be widened.

The design proposals have also been subject to a Stage 1 Road Safety Audit – with amendments made as a result of items raised therein where relevant.

### Issue 3: Loss of Residential Amenity / Access

The submissions received in relation to loss of residential amenity generally referred to proposals at Nutley Lane, Pembroke Road and Baggot Village (Baggot Street Upper retail area). The following summarises some of the specific items raised in the submissions received:

- Residents of Nutley Lane were concerned about the potential impact of the proposed cross-section on existing properties. Submissions expressed concern about potential difficulties in exiting their driveways into the general traffic lane.
- Concerns were raised on potential access issues which could be caused to the residents located on Fitzwilliam Street Lower.
- Concerns were raised from people living on Baggot Street Upper and Pembroke Road in relation to removing parking (noting a potential impact on people daily travelling by car and access to properties). Submissions expressed concern about potential difficulty in accessing the property both during and after completion of works.
- Concerns were raised in relation to Pembroke Lane, suggesting that ingress and egress from this road could be compromised due to potential increases in traffic on this road.
- Submissions raised concerns about loading bays being relocated onto Wellington Road (and alluded to the potential loading bays on Raglan Road), suggesting that this would affect the residential amenity of the street if it were considered as replacement for the loading bays on Baggot Street Upper.

#### ***NTA response to Issue 3***

The character of all areas through which the CBC passes has been reviewed and considered in the PRO design development.

Individual property accesses have been considered within the preliminary design stage with the particular issues given attention where required. Any potential safety issues associated with property access were considered in the Stage 1 Road Safety Audit carried out on the design proposals, and the design amended where

relevant. The egressing from a driveway across a bus lane and general traffic lane to enter the far side general traffic lane was not deemed to be a safety concern. This is a relatively common practice on existing bus corridors, such as the existing bus lane on Merrion Road inbound.

As part of the preliminary design process a Preliminary Parking Survey Report was prepared to understand the impacts of the scheme in terms of parking. The impact on public parking and loading has been reviewed, along with consideration being given to issues raised in the submissions received, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

Regarding access during construction, the EIAR includes a proposed construction methodology (within Chapter 5 of the EIAR). Therein it is noted that the primary constraints within certain sections of the scheme are the heavily urbanised and residential areas, with access to both needing to be maintained for the duration of the works; to accommodate this, the programme has accounted for urbanised areas with reduced daily outputs.

Regarding Pembroke Lane, the transport modelling carried out as part of the TIA does not indicate significant increases in traffic on Pembroke Lane in the proposed scenario. Pembroke Lane has existing traffic calming measures and a 30km/hr speed limit.

The loading bay proposed on Wellington Road is intended as a direct replacement of the existing loading bay c. 50m away on Pembroke Road, currently outside the Lansdowne Hotel. Given the retention of loading facilities on Baggot Street Upper and new facilities proposed on Eastmoreland Place, it is not envisaged that the proposed loading bay on Wellington Road will result in trolleying of goods from this location to Baggot Village (Baggot Street Upper retail area). No loading bays are proposed on Raglan Road.

## Issue 4: Supportive of the Scheme

A number of residents, interested parties and the local community were generally supportive of improvements to the public transport system, delivering a better, more reliable and efficient bus service and safer cycle facilities, however, some believed that there were further improvements that could be made to the scheme.

### *NTA response to Issue 4*

The NTA welcomes this positive feedback on the objectives of the scheme as well as the support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the statutory consultation process to facilitate the development of a scheme that maximises the benefit to all.

## Issue 5: Traffic Disruptions due to Traffic Diversions

Residents raised concerns, that traffic management measures could potentially force cars onto alternative routes, in particular onto residential routes, increasing safety concerns and impacting residents' quality of life.

The following summarises some of the specific items raised in the submissions received:

- Concerns were raised about the traffic management interventions at Mespil Road, Waterloo Road and Eastmoreland Place which they suggest could create problems with accessing the area from the west of the city.
- Many residents were generally opposed to the corridor on Baggot Street Upper and Pembroke Road and are concerned about the scheme potentially resulting in rat running along Wellington Road, Raglan Road and Pembroke Lane (due to traffic redirection along these roads). Many suggest re-routing this section along Northumberland Road and Mount Street. Suggestions were also made to enforce a speed limit of 30km/h on Pembroke Lane, to implement appropriately designed speed ramps and to enforce traffic restrictions on left/right hand turns to avoid rat runs along Elgin Road, Pembroke Lane, Wellington Road and Waterloo Road.
- A submission raised concerns about the removal of the right turn inbound onto Shelbourne Road suggesting it might cause extra traffic onto Pembroke Road.
- Concerns were expressed regarding the change at the American Embassy Junction and the closing off of Elgin Road potentially causing rat runs (with traffic proposed to be blocked from exiting Elgin/Clyde Road onto Merrion Road via this junction).
- Concerns were expressed about the potential traffic redirection from Strand Road onto the Merrion Road which may result from proposed trials external to the CBC works.
- A submission raised suggestions in relation of the section from Baggot Street Lower to Fitzwilliam Street Lower and Mount Street Upper. Suggestions were made about the road space of Baggot Street Lower in terms of potential further reduction from separate general traffic and bus lanes to a single shared lane in each direction with peak hour restrictions.
- A group raised concerns about the proposed layout for Fitzwilliam Street and Baggot Street Lower (suggesting there is no need for four lanes for general traffic and buses). They suggested to reduce width and allocate the extra space for trees, widen footpaths, island bus stops and a high quality of cycling infrastructure. Suggestions were also made about the change of use of Anglesea Road from residential to major arterial route (currently is trafficked and needs an upgrade).

### ***NTA response to Issue 5***

The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities would facilitate a modal shift for the corridor, and reduce through commuter traffic. Traffic management measures (e.g. suite of turn bans, directional signage strategy, sections of filtered permeability on local streets) have been proposed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. In addition to the proposed Bus Gate on Pembroke Road, these measures include proposed turn bans from both Herbert Place and Wilton Terrace to McCartney (Baggot) Bridge, a turn ban from Mespil Road to Baggot Street Upper, a right turn ban from Ballsbridge onto Shelbourne Road, left turn entry only onto Elgin Road from Ballsbridge, as well as offline measures at Clyde Lane (to make the westernmost c. 70m of Clyde Lane one-way north/westbound on approach to Clyde Road) and Pembroke Park (to introduce a No Right turn onto Herbert Park from Pembroke Park).

The following describes the outcomes in a number of specific areas with reference to the submissions received:

- The transport modelling carried out does not indicate a significant increase in traffic on Raglan Road, Wellington Road, and Pembroke Lane in the proposed scenario.
- The design team are aware of the Strand Road Trial Cycle Route proposals and the potential implications on the design if it were to be implemented and/or become permanent. The trial is, however, considered to be a temporary proposal at this time and is currently on hold.
- On Baggot Street Lower, while the suggestions are welcomed, it is considered that the Proposed Scheme's cross-section provides sufficient space for pedestrians (existing footpath widths largely retained) and cyclists (cycle track widths of 2m or greater), while maintaining physical bus priority and through general traffic, along with the retention of the central median. As such this is considered to be the preferred cross-section which achieves the objectives of BusConnects without disproportionately impeding local or through vehicular traffic.
- Similarly, on Fitzwilliam Street Lower, while the suggestions are welcomed, it is considered that the proposed cross-section provides sufficient space for pedestrians (existing footpath widths retained) and cyclists (cycle track widths of 2m or greater) while maintaining physical bus priority and through general traffic. As such this is considered to be the preferred cross-section which achieves the objectives of BusConnects without disproportionately impeding local or through vehicular traffic.
- In relation to Anglesea Road, subsequent to the public consultation, additional transport modelling has been carried out and it has been determined that the length of the proposed right turn lane onto Anglesea Road can be shortened from what was shown the non-statutory public consultation (which largely matched the existing length), with subsequent benefits in terms of footpath widths along the Balls Bridge.

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

## Issue 6: Removal of Trees

The concerns that were expressed relate mainly to aesthetics of the area and environmental concerns, including carbon absorption, biodiversity aspects, air quality and noise pollution. The following summarises some of the specific items raised in the submissions received:

- General concerns were raised in relation to the proposed tree removal along the corridor (many requesting specific details and identification numbers for trees).
- A number of submissions raised concerns about the works on Merrion Road and about the loss of trees as a result of the intervention, including a specific reference to the loss of trees in the vicinity of Merlyn Road.
- Concerns were also raised in relation to the tree felling in the area of Ballsbridge as they are considered part of the heritage.
- A submission was received in the form of a report on a study which investigated ecosystem services provided by the tree species contained in a particular population of trees in Dublin and the ability of young replacement trees to provide equivalent ecosystem services.

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

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. A full planting scheme has been designed and included in the Proposed Scheme. The planting scheme will optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting

The impact on trees has been accurately quantified during the preliminary design stage. Within the extents of the UCD Ballsbridge to City Centre CBC there will be a greater number of trees removed than those to be planted, however the planting scheme also comprises significant new areas of ornamental planting and amenity grassed areas. In addition, it is noted that within the extents of the Blackrock to Merrion CBC there is a greater number of trees to be planted than to be removed, and collectively that is also the case when considering the two CBCs as the Proposed Scheme in its entirety.

Along the Merrion Road it is recognised that a number of existing trees are proposed to be removed, however, the cross-section and alignment has been designed so as to optimise the number of trees retained – particularly through the introduction of a three-lane cross-section but also in localised design development. For example, on Merrion Road in the vicinity of Merlyn Road, while two trees on the northern side are proposed to be removed, the existing kerb on the southern side of the road is proposed to be retained at this location, along with the adjacent trees on that side being retained as result.

On Pembroke Road, additional transport modelling has been carried out and it has been determined that the length of the proposed right turn lane onto Lansdowne Road can be shortened from what was shown within the non-statutory public consultation, with associated benefits in terms of tree retention along this section.

In the Ballsbridge area, the impact to existing trees has been minimised, including amendments to the alignment of the Herbert Park arm to limit the impact on the adjacent landscaped area to the east, while the Public Realm proposals as part of the scheme, proposes significant planting in the area – the rationalisation of the junction offers large areas for new landscaping. This includes new trees along with new ornamental planting.

The proposed road alignment along Nutley Lane was revised to retain the existing kerb line on the residential side, and as such retaining the existing on-street trees along this footpath, and remove the requirement for land acquisition and tree removal in private residential properties.

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

## Issue 7: Loss of Parking and Loading

The submissions received in relation to loss of parking and loading generally referred to proposals along the majority of the CBC. The following summarises some of the specific items raised in the submissions received:

- Many submissions raised concerns from in relation to the corridor on Baggot Street Upper and Lower and to removing parking and loading from Baggot Village, as well as from the surrounding area – noting a potential impact on people travelling daily by car and on access to houses, as well as suggesting a negative impact on social and commercial life, including severe impact on businesses.
- Submissions deemed that the number of disabled parking spaces proposed in the Baggot Village (Baggot Street Upper retail area) area was insufficient.
- Concerns were expressed on the implementation/relocation of loading bays on Wellington Road and Raglan Road. Many residents have expressed concerns about the potential damage to the road and properties (protected structures, commercial activities impacted by traffic, removal of vital off-street parking for residents and noise caused by trucks/buses). Many residents advocated that

these are residential roads, not suitable for commercial use and loading bays are located too distant from shops. In addition, rear access for deliveries in Baggot Village (Baggot Street Upper retail area) and restrictions to delivery times were suggested as alternative solutions.

- Submissions proposed a need for dedicated set down bays on Wellington Road to facilitate parents and children during pick-up / drop-off at the local Montessori school.
- General concerns were also raised about the removal/lack of parking and loading bays on Fitzwilliam Street Lower. A resident association suggested consideration for alternative options from Baggot Street Lower (commercial and retail) and Mount Street Lower for entering/exiting Merrion Square South/East and Fitzwilliam Street Lower. Concerns were raised about the removal of parking and loading bays from Fitzwilliam Street (potentially impact on residents and businesses), about the routing of buses along Fitzwilliam Street Lower and onto Merrion Square (potentially impacting the streetscape), and about the need of loading bays on Fitzwilliam Street Lower.
- Concerns were raised in relation to the removal of parking on Nutley Lane, noting that this limits the ability to have visitors who may require parking on the public road.
- A submission posed suggestions in relation to the section from Baggot Street Lower to Fitzwilliam Street Lower and Mount Street Upper, such as maximising the removal of parking spaces, with priority given to loading bays for deliveries, along with the potential for existing parking bays being converted to landscaped areas or “parklets”.

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

As part of the preliminary design process a Preliminary Parking Survey Report was prepared to understand the impacts of the scheme in terms of parking. The impact on public parking and loading has been reviewed, along with consideration being given to issues raised in the submissions received, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

In Baggot Village (Baggot Street Upper retail area), every effort has been made to retain as many parking spaces and loading bays as possible, while balancing the improvement of pedestrian and cyclist facilities. In response to the submissions, the modified design has allowed for an additional disabled bay to be added on Baggot Street Upper on the southern side, as well as a new disabled bay being proposed on Waterloo Road. In addition to this, an additional loading area is proposed on Eastmoreland Place to serve businesses on the eastern end of Baggot Street Upper, and to provide an opportunity for loading on the eastern side of the proposed bus gate.

The loading bay proposed on Wellington Road is intended to be a direct replacement of the existing loading bay c. 50m away on Pembroke Road, currently outside the Lansdowne Hotel. Given the retention of loading facilities on

Baggot Street Upper and new facilities proposed on Eastmoreland Place, it is not envisaged that the proposed loading bay on Wellington Road will result in trolleying of goods from this location to Baggot Village (Baggot Street Upper retail area). No loading bays are proposed on Raglan Road. With the rearranging of parking spaces on the eastern side of Wellington Road, there is an increase in the number of parking spaces on the street even with the provision of the compensatory loading bay.

Regarding Fitzwilliam Street Lower, as with all areas of the CBC, the impact has been assessed within a Parking Survey Report. While parking is being removed, the report identifies a number of adjacent / nearby streets with existing on street parking e.g. over 90 existing spaces in the immediate vicinity on Merrion Square west alone. There are currently no dedicated loading bays on this section of Fitzwilliam Street Lower. It is also important to highlight the city centre location of this street, as well as the ample existing public and sustainable transport links, when considering the need for on-street parking provision.

Regarding Nutley Lane, with the Proposed Scheme infrastructure in place, there is an associated need to remove the on-street parking spaces to provide improved facilities for pedestrians, cyclists, and buses. The parking to be removed largely comprises designated Pay & Display on-street parking spaces on its south-eastern side which are considered to mainly serve the adjacent trip attractors such as St. Vincent's University Hospital – noting that the majority of the residential properties along Nutley Lane have driveway space available. Other large trip attractors on Nutley Lane such as RTÉ Studios, Elm Park Golf and Sports Club, the Merrion Shopping Centre and including St Vincent's University Hospital, all currently have off-street parking on each of their sites – with a number of recent increases in the parking supplies therein.

Aspects of the Proposed Scheme and network proposals are expected to mitigate the reduction in parking (such as the loss of on-street Pay & Display parking on Nutley Lane) by reducing the reliance on private cars due to availability of an improved bus network with journey time reliability, by the availability of improved cycling infrastructure, and by the continued and managed use of private off-street parking.

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

## Issue 8: Increased Air and Noise Pollution

New concerns were raised during the third non-statutory Public Consultation as listed below:

- Residents were concerned about having buses running on Pembroke Road (pollution, damage to heritage, crossing safety).
- Concerns were expressed about the proportion of trees/hedges claimed to be retained along Merrion Road and Nutley Lane.

- A resident group was concerned about environmental issues and about the impact on the Baggot Street Upper Village Centre as a viable village centre and on the business community of Baggot Street Upper (noting issues such as potential chronic traffic congestion, parking on the shaded side of route removed, and Heritage and protected structures of Baggot Street Upper Village Centre being impacted).
- Submissions were concerned about potential traffic volumes on Raglan Road creating negative effects on the property (noise pollution and others devaluating effects).

### ***NTA Response to Issue 8***

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through traffic. Local traffic management measures are also proposed to ensure that through traffic movement on local side streets is minimised. This includes offline traffic management measures at Clyde Lane (to make the westernmost c. 70m of Clyde Lane one-way north/westbound on approach to Clyde Road) and Pembroke Park (to introduce a No Right turn onto Herbert Park from Pembroke Park).

In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Design development of the PRO has involved minimising tree loss, for example along Merrion Road where trees are now being retained. The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed (when considering the Proposed Scheme collectively).

In addition, due to design development, the design proposal has reduced previously proposed road widening significantly in a number of locations including Merrion Road and Pembroke Road in order to reduce the impact on existing trees. Proposed traffic management measures including the bus gate on Pembroke Road and the Signal Controlled Priority on Merrion Road, will reduce the volume of commuter traffic along the corridor.

An EIAR has been prepared for the proposed scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in its assessment of the Proposed Scheme.

### **Issue 9: Nutley Lane**

New concerns were raised during the 3rd non-statutory Public Consultation as listed below:

- Many residents, both individuals and as part of residents' groups, as well as supporting submissions from public representatives, raised concerns about the preferred option on Nutley Lane. They expressed concern over

potential damage to the streetscape and environment and asked to collaborate in consultation with residents for what they would hope was a more acceptable proposal along Nutley Lane. Assessments were provided of the five options presented by the NTA, with one group of submissions proposing that NL3 (as annotated in the Draft Preferred Route Option Report [Draft PRO Report]), being a bus gate at Nutley Road, would be the preferred option by residents. They proposed it has lower costs, less environmental impact, high quality cycle facility, improved on air quality, noise and vibration, landscape and visual. *[It is however noted that subsequent communications determined that NL3 as presented in the Draft PRO was misinterpreted in the submission, i.e. it was understood by residents that the bus gate would still allow general through traffic as well as buses.]*

- A group raised concerns about the two-way cycle track configuration on Nutley Lane, suggesting that cyclist should not have to cross the road multiple times in this manner, and that eastbound cyclists may end up remaining in the bus lane.
- A group raised concerns about the scheme in general along Nutley Lane and suggested that the design team did not consider an option of two traffic lanes on Nutley Lane, such as through provision of a bus gate. They proposed that this would enable provision of two traffic and two cycle lanes retaining the footpath by maintaining a similar configuration. They proposed that their suggestion would avoid cyclists needing to repeatedly cross the road, would cut the construction costs and would avoid the need for land acquisition.

### ***NTA Response to Issue 9***

Following the review of the submissions received within the non-statutory public consultation, the NTA and the design team re-engaged with the Nutley Lane Residents Association and arranged a meeting to discuss their understanding of the options assessed. During this meeting it was outlined that the bus gate option presented within the Draft PRO would not allow general traffic through it. As such, it was requested by the attendees that such an option be assessed which reflected their understanding of the option presented. In a subsequent meeting, the findings of the assessment of this option were presented and it was noted that preferred route option remained unchanged. It was then requested by the attendees that a further option be assessed.

Since the non-statutory public consultation period, and following on from engagement with representatives of the Nutley Lane Residents Association, the design team has developed and assessed two further options along Nutley Lane (giving a total of seven options assessed within the Final PRO Report).

The first of the two new options examined (Option NL6), removed bus lanes in both directions on Nutley Lane between the junctions of Nutley Road and the entrance to St. Vincent's University Hospital. This resulted in a 2-lane cross-section on Nutley Lane between these two junctions. (Signal-controlled bus priority on both approaches is required to achieve this).

The second of the two new options examined (Option NL7), removed the bus lane in the south-west bound direction (From the entrance to St. Vincent's University Hospital to Nutley Road). This resulted in a 3-lane cross-section on Nutley Lane between these two junctions.

Both of these options were examined via the MCA in relation to Nutley Lane in determining the preferred route option. Also, as the MCA process is a comparative analysis of options relative to each-other, the previously examined options were also re-examined in comparison to the new full suite of options.

The results of this analysis was such that the previously-considered preferred route option remains unchanged, and the provision of a bus lane in both directions along the length of Nutley Lane remains to be the preferred option.

It is considered that the NTA and the design team have given due attention to the submissions received and to the potential alternatives proposed throughout the non-statutory consultation process.

In relation to the suggestion that the design team had not considered a two lane cross-section, it is noted that the updated Draft PRO, published as part of the third non-statutory public consultation, included a two lane option with a bus gate within the Options Assessment, and as described above an additional two lane option is also now included in the Final PRO Report.

In relation to the two-way cycle track on Nutley Lane, the tie-in with the signalised junction on the R138 Stillorgan Road has been further reviewed. It has been determined that the two-way cycle track can remain on the Elm Park Golf and Sports Club side of Nutley Lane and continue to the junction. This removes the requirement for an additional standalone toucan crossing at the Nutley Park junction. Cyclists will join/exit the two-way cycle track on the north-eastern corner of the R138 Stillorgan Road junction, with appropriate crossing facilities provided at the junction.

## **Issue 10: Insufficient Consultation of the Scheme**

Submissions suggested there was a lack of information provided on the reasoning behind the decision for the proposed route along Pembroke Road and Baggot Street Upper and Lower, suggesting that there has been inadequate consultation in this regard.

A public representative raised concerns about the consultation process suggesting there was a poor availability of information and details regarding the impact on the community, deficiencies in studies (suggesting unstable and incomplete data) and a potential lack of justification for the corridor's design chosen.

### ***NTA Response to Issue 10***

The NTA held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the COVID-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the

safety of their own homes. This facility allowed the public to access the PRO maps, timelines and any revisions made, since the last round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

In response to this third non-statutory public consultation the NTA received 159 submissions for the CBC. There have also been a number of both one-to-one meetings and meetings with residents' groups during the development of the PRO.

Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the Proposed Scheme.

## Issue 11: Need for Scheme

Some submissions expressed an opinion that the scheme was not needed, particularly in the area of Baggot Street and Pembroke Road, as that will generate severe impact on businesses.

- Businesses and residents in the area of Baggot Street Upper and Lower, Pembroke Road, and Haddington Road raised concerns about the choice of the Baggot Street Bridge (McCartney Bridge, crossing Upper and Lower Baggot Street) forming part of the scheme and in relation to the choice of Baggot Street Upper and Pembroke Road as part of the scheme. Suggestions were made to separate bus traffic, pedestrian and cycling traffic and to use Northumberland Road as the corridor (Shelbourne Road, Northumberland Road and Mount Street Lower), proposing that this would allow faster journey times for buses and preserve the area.
- A residents association suggested consideration for alternative options from Baggot Street Lower (commercial and retail) and Mount Street Lower for entering/exiting Merrion Square South/East and Fitzwilliam Street Lower. Concerns were raised about the routing of buses along Fitzwilliam Street Lower and onto Merrion Square (potentially impacting the streetscape).

There was also a number of submissions which questioned the need for the scheme in relation to potential changes to working, living, and transport patterns as a result of COVID-19.

### ***NTA Response to Issue 11***

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

Options Study’ and ‘Ballsbridge to City Centre Core Bus Corridor – Route Options Assessment Report’ prepared by Aecom and Roughan & O’Donovan consulting engineers on behalf of the NTA in December 2017 and February 2018 respectively. These reports assessed various CBC route options and recommended an EPR based on an MCA of the potential options – which has now been further refined as a PRO.

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

An EIAR has been prepared for the Proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in its assessment of the Proposed Scheme.

## Issue 12: Devaluation of Property

Many residents were concerned about the potential impact on properties and their value caused by the corridor on Baggot Street Upper and Lower and Pembroke Road, noting it, in part, to be due to the removal of parking and loading bays from the area as well as a potential change in the character.

Other submissions were concerned about potential changes in traffic volumes on surrounding roads such as Raglan Road, suggesting potential negative effects on the property impacting its value (potential health and safety implications of increased traffic volumes; noise pollution; diminished privacy for residents; loss of visual amenity; removal of mature trees; difficulty accessing the property both during and after completion of BusConnects works).

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

The design has sought to minimise impact on adjacent properties and driveway access. In response to issues raised during the EPR public consultation, a number of sections along the route were amended in the PRO, many of which reduced the impact on private properties.

Where potential land acquisition is envisaged, the NTA have, and will continue to, 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 specific arrangement at Merrion View Avenue and the potential impact upon the laneway has been reviewed in the context of the submissions received, and it is now intended to retain the existing access to the laneway behind the eastern row

of houses off Merrion View Avenue. With regard to existing parking along Merrion View Avenue the PRO does not propose to reduce the quantum of parking currently in place, i.e. the proposed entry treatment works will allow the existing parking areas to be retained.

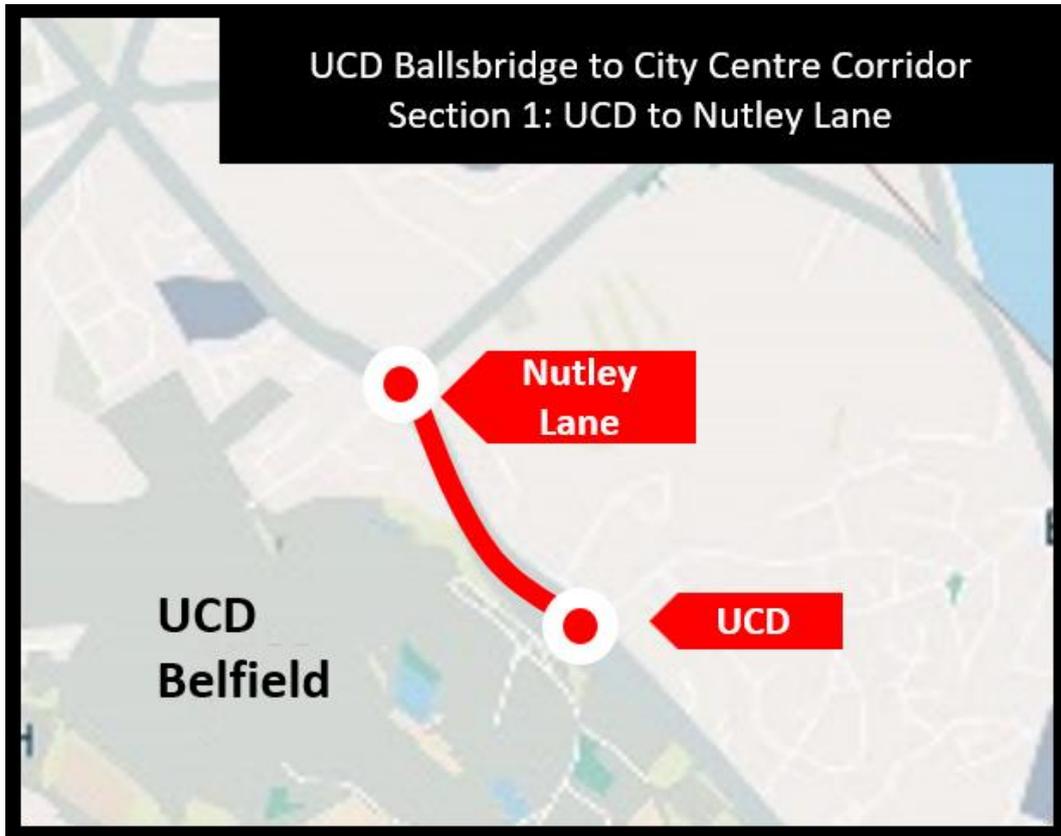
In total, the PRO proposals have reduced the number of properties impacted by permanent land acquisition as a result of road widening from 49 properties down to 10 properties when compared to the EPR for the UCD Ballsbridge to City Centre CBC.

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

## **Appendix A**

### **Summary of Issues Raised By Route Section (Second and Third Public Consultations)**

## Section 1: UCD to Nutley Lane

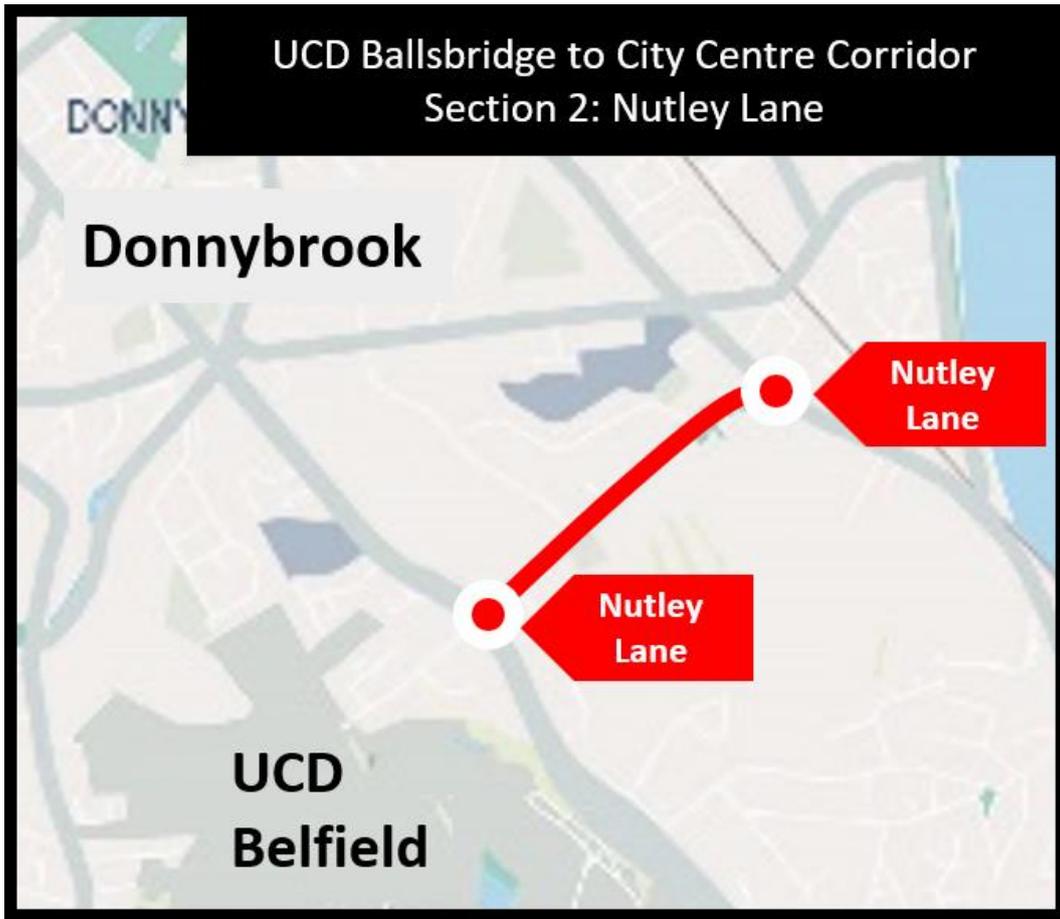


**Figure 6: Section 1 UCD to Nutley Lane**

It is noted that, although a reference map was included within the UCD Ballsbridge to City Centre CBC PRO Information Brochure, this section now forms part of the Bray to City Centre CBC Scheme. The main comments observed within Section 1 were:

- Concerns were expressed about the design of a right-hand turn from the R138 Stillorgan Road into Nutley Lane (Map 12 – inbound), as they are usually trafficked and congested. Suggestions were made on the need to improve the ability of buses to take a right-hand turn into Nutley Avenue and to redesign of the traffic lights at the Nutley Lane / Stillorgan Road junction to overcome this issue.

## Section 2: Nutley Lane



**Figure 7: Section 2 Nutley Lane**

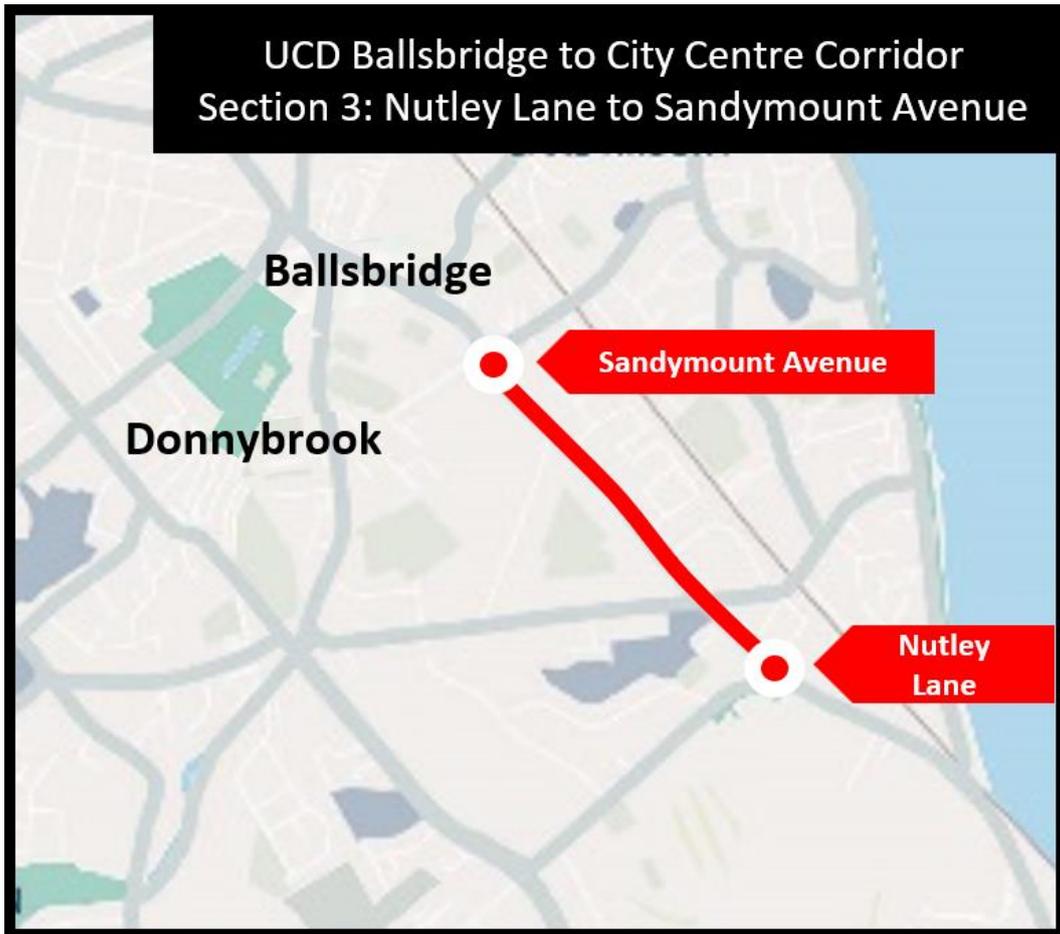
The main comments observed within Section 2 were:

- A commercial property raised concerns over the impact of proposed construction works on their fibre optic cables running under Nutley Lane. There were also concerns raised about a petrol interceptor and an ESB substation that might be impacted by proposals;
- A resident raised concerns regarding the potential for conflict with regards to residents exiting/entering their homes, due to the change of location of a bus stop on the residential side of the road near Elm Park Golf and Sports Club. The resident requested relocating the bus stop, where there would be a reduced risk of conflict;
- A resident raised concerns that there was no need for a crossing at Nutley Park as well as at Elm Park Golf and Sports Club;
- A local club was concerned that the proposed location of the bus stop outside their club could increase potential conflicts between members entering and exiting the club, cyclists using the cycle track, and pedestrians using the bus stop. It was requested that the existing bus stop location be maintained;

- A local club was also concerned about the impact of both proposals on land acquisition at the club, including the impact on both accesses to the club;
- A private group and a resident of Nutley Avenue raised concerns that Option B (option with one-way general traffic northbound from Nutley Park to St. Vincent's University Hospital) would cause traffic disruption in the area, especially around residential roads. Concerns included increased journey times and subsequently increased air pollution;
- Concerns were raised with regards to the potential opening up of the cul-de-sac between Nutley Road and Nutley Avenue. One resident was concerned that this had not been highlighted in the brochure. If this were to occur, residents were concerned that motorists would use Nutley Avenue as an alternative route to access surrounding areas. Concerns included loss of privacy, increased air and noise pollution, reduced safety, environmental impacts, reduced accessibility and property devaluation. A private group suggested increasing land acquisition at Elm Park Golf and Sports Club, RTÉ and Eir to facilitate increased traffic volumes on Nutley Lane;
- Some submissions were concerned that the location of the two-way cycle track proposed on Nutley Lane could impact cyclists accessing their homes on Nutley Lane. It was therefore requested a cycle track be located on the residential side of the road;
- Some were concerned that the two-way cycle track on Nutley Lane could become a safety hazard for cyclists as there would be a need for cyclists to cross the road at two sections along the road. Requests were made that the cycle track be provided on both sides of the road;
- A private group also raised concerns that the footpath along Nutley Lane was only proposed on one side of the road, and requested a footpath be provided on both sides;
- A public body noted concerns over the footpath width along Nutley Lane, adjacent to St Vincent's University Hospital, and requested the footpath be widened;
- An interested party requested cycle tracks be located on both sides of the road at the entrance to St Vincent's University Hospital;
- The removal of on-street trees was highlighted as a concern amongst residents and by a local club. The concerns related mainly to environmental concerns (both carbon absorption and biodiversity aspects), but also to aesthetic concerns;
- An interested party noted support, stating that both option A and option B facilitate the retention of mature trees along Nutley Lane, whilst maintaining segregation of bus and cycle facilities;
- Residents raised concerns that alternative options had not been explored enough to justify the choice of Nutley Lane as one of the BusConnects Core Bus Corridors. Residents requested further exploration of alternative options;

- A resident suggested that there was no need for a dedicated bus connection down Nutley Lane as it is a relatively short walking distance between the two Core Bus Corridors;
- Residents of Nutley Lane were concerned about the potential impact of the proposed cross-section on existing properties. Submissions expressed concern about potential difficulties in exiting their driveways into the general traffic lane;
- Concerns were raised in relation to the removal of parking on Nutley Lane, noting that this limits the ability to have visitors who may require parking on the public road;
- Many residents, both individuals and as part of resident's groups, as well as supporting submissions from public representatives, raised concerns about the preferred option on Nutley Lane. They expressed concern over potential damage to the streetscape and environment and asked to collaborate in consultation with residents for what they would hope was a more acceptable proposal along Nutley Lane. Assessments were provided of the five options presented by the NTA, with one group of submissions proposing that NL3 (as annotated in the Draft Preferred Route Options Report [Draft PRO report]), being a bus gate at Nutley Road, would be the preferred option by residents. They proposed it has lower costs, less environmental impact, high quality cycle facility, improved on air quality, noise and vibration, landscape and visual. *[It is, however, noted that subsequent communications determined that NL3 as presented in the Draft PRO was misinterpreted in the submission, i.e. it was understood by residents that the bus gate would still allow general through traffic as well as buses.];* and
- A group raised concerns about the scheme along Nutley Lane, reiterating some concerns raised within the second non-statutory public consultation, and suggested to install two traffic and two cycle lanes, retaining the footpath by maintaining a similar configuration. They proposed that their suggestion would avoid cyclists needing to repeatedly cross the road, would cut the construction costs and would avoid the need for land acquisition.

### Section 3: Nutley Lane to Sandymount Avenue



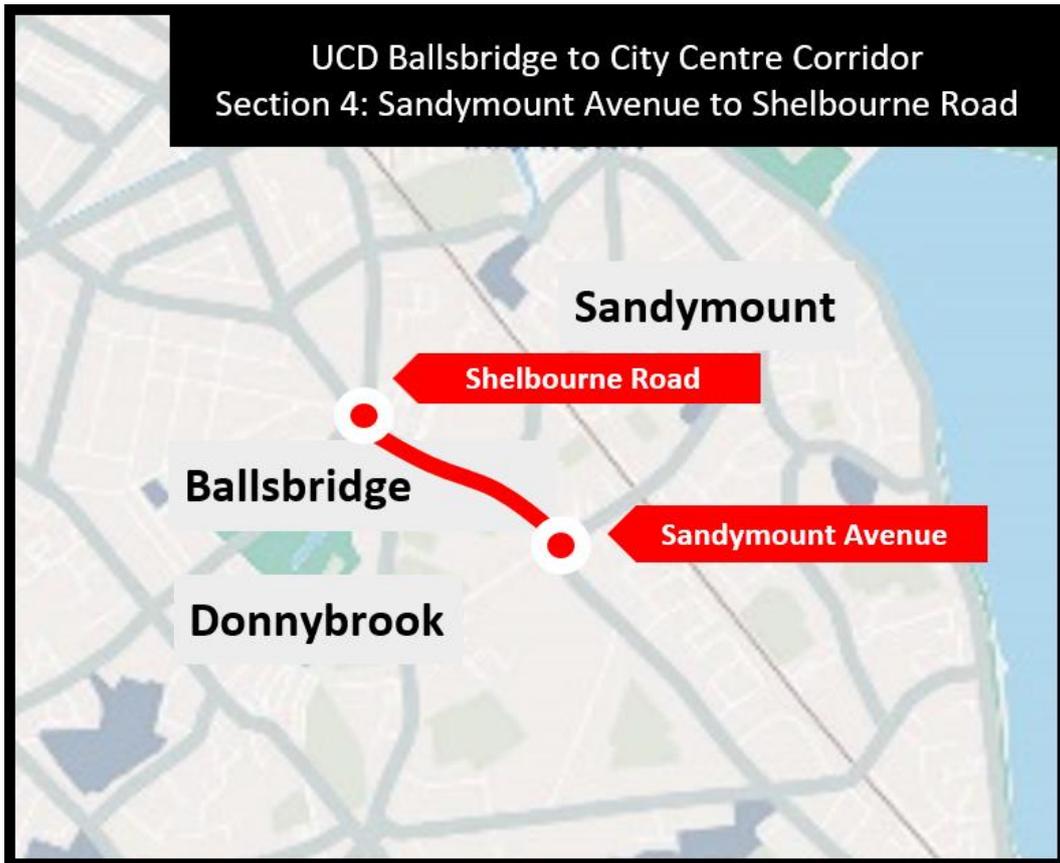
**Figure 8: Section 3 Nutley Lane to Sandymount Avenue**

The main comments observed within Section 3 were:

- A public body and many commuters noted support for the removal of the slip lane at the junction between Nutley Lane and Merrion Road, and requested the area be enhanced and extended as a public realm area;
- A public body requested clarification on whether raised tables would be provided at the junctions with Merrion Road and both Ailesbury Park and Sydney Parade;
- Residents were concerned over proposals affecting the access to the laneway behind Merrion View Avenue, and also the proposed change of access to Merrion View Avenue perceived to reduce the number of parking spaces. Concerns included potential security risks due to increased visibility to the back of the houses, increased safety risks due to cars directly accessing the laneway from Merrion Road, and property devaluation as a result of both concerns;
- A public body and a number of commuters noted support for the removal of the slip lane at the junction between Ailesbury Road and the Merrion Road, and requested the area be enhanced and extended as a public realm area;

- A private group raised concerns over the loss of the slip road turning left at the end of Ailesbury Road onto Merrion Road. It was requested that the slip lane be retained, with alternative provisions to protect cyclists;
- An interested party suggested cycle tracks be provided on Ailesbury Road, at the junction between Merrion Road and Ailesbury Road;
- Many submissions raised concerns that the proposed cycle track along the Merrion Road is too narrow, which could potentially lead to increased conflicts between general traffic and cyclists. It was suggested that the Merrion Road was already used as a main commuting route for cyclists, and that demand in the future would only increase. Submissions requested the cycle track width be increased to facilitate future demand;
- Particular concern was raised over the width of footpaths due to potential safety risks for pedestrians, potential contradiction with regards to the Dublin City Development Plan prioritisation of pedestrians and contradiction with social distancing requirements, post COVID-19. A private group noted particular concern for pedestrians or footpath users with disabilities, and requested the proposed footpaths be widened;
- Residents and a public body noted concern for the loss of trees along Merrion Road, however, noted that measures had been taken to reduce tree removal, and that tree replanting measures would be employed where retention was not feasible;
- A submission requested the outbound bus stop on Merrion Road be converted to an island bus stop in order to reduce traffic congestion and also to protect cyclists;
- A public body suggested that the bus stops on Merrion Road are too close to the junctions at Shrewsbury Road and Shrewsbury Park;
- A public body raised concerns over the shared spaces at bus stops on the Merrion Road, and requested greater grade segregation for cyclists and pedestrians;
- An interested party noted support with regards to the proposed land acquisition at the Clayton Hotel on Merrion Road, and rerouting of pedestrian and cycle facilities behind the tree line to facilitate mature tree retention;
- Concerns were raised about cycle track widths, in particular that the 1.5-2.0m width, which the submission did not consider ideal for safety, transition nodes and range of bicycle types in use (i.e. cargo-bikes etc. not considered);
- A number of submissions raised concerns about the works on Merrion Road and about the loss of trees as a result of the intervention, including a specific reference to the loss of trees in the vicinity of Merlyn Road; and
- Concerns were expressed about the potential traffic redirection from Strand Road onto the Merrion Road which may result from proposed trials external to the CBC works.

## Section 4: Sandymount Avenue to Shelbourne Road



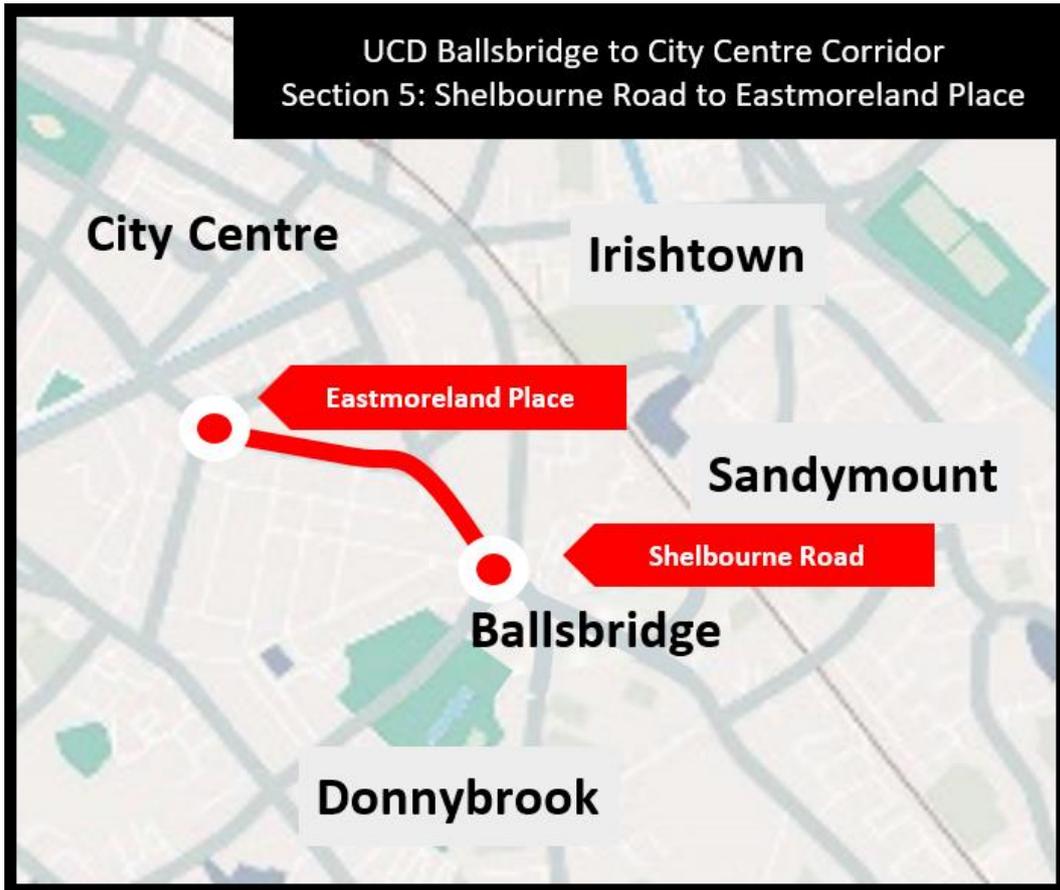
**Figure 9: Section 4 Sandymount Avenue to Shelbourne Road**

The main comments observed within Section 4 include:

- Some submissions requested that the general traffic lanes on both Simmonscourt Road and Sandymount Avenue be reduced from 3 lanes to 2 lanes, and cycle tracks be provided on both sides of the road;
- A public body requested the median provided at the junction between Merrion Road and Serpentine Avenue be removed, to avoid visual clutter;
- An interested party suggested cycle tracks be provided on Serpentine Avenue, at the junction of Merrion Road and Serpentine Avenue;
- A public body requested further grade segregation be provided at bus stops along Merrion Road, near Ballsbridge, to provide greater safety for cyclists and pedestrians;
- A public body noted support for the reduction of carriageway width at the junctions with Ballsbridge Avenue, Anglesea Road, Ballsbridge Terrace and Shelbourne Road, facilitating extended and enhanced public realm space, including opportunities for greening and tree planting;
- An interested party suggested cycle tracks be provided on Ballsbridge Avenue, at the junction of Merrion Road and Ballsbridge Avenue;

- Some submissions were supportive of the removal of the left-hand slip turn from Shelbourne Road onto Merrion Road, which would further protect cyclists;
- A private group requested Shelbourne Road be converted to a one-way road for general traffic, in order to facilitate a cycle track in both directions along Shelbourne Road and wider footpaths for pedestrians. It was suggested that this road is and will become increasingly busy for pedestrians due to the multiple developments planned on the road, and future planning was required to facilitate pedestrians and cyclists; and
- Submissions requested wider cycle lanes and footpaths in general through Ballsbridge, in order to facilitate the large numbers of pedestrians and cyclists travelling through Ballsbridge and to provide greater protection from general traffic.

## Section 5: Shelbourne Road to Eastmoreland Place



**Figure 10: Section 5 Shelbourne Road to Eastmoreland Place**

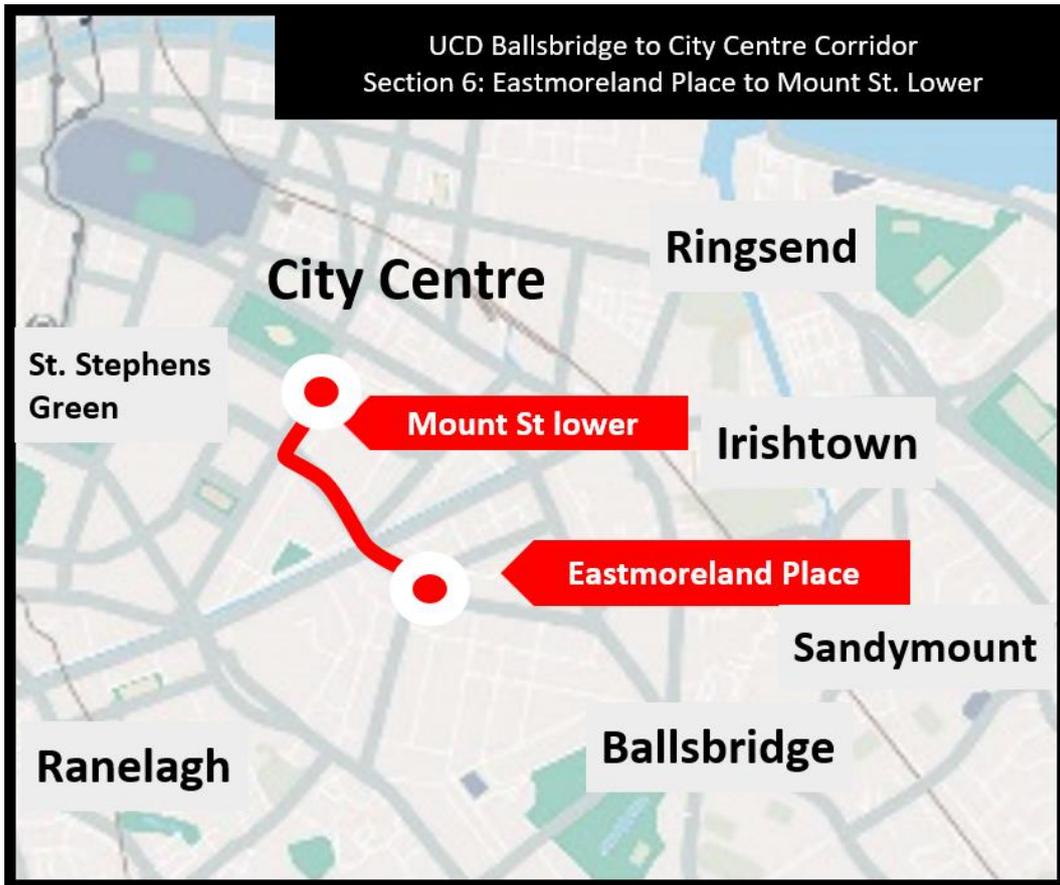
The main comments observed within Section 5 include:

- A public body noted support for the removal of slip lanes onto both Herbert Park and Elgin Road, allowing extended public realm space at this junction;
- A business was concerned over the potential impact on an advertisement location on Pembroke Road, in Ballsbridge;
- A resident requested that Elgin Road be blocked off to general traffic in order to reduce the use of motorists using residential roads to access Baggot Street;
- A private group expressed support for the reinstatement of the left turn at Elgin Road, noting that the road was necessary for local access.
- One submission requested making the right turn from Pembroke Road onto Lansdowne Road shorter, thereby allowing the bus stop to be converted to a bus stop bypass;
- A public body noted support for the removal of slip lanes at the junction between Northumberland Road, Pembroke Road and Lansdowne Road, allowing extended public realm space at this junction;

- A public body requested confirmation on the proposed relocation of the existing kiosk at the junction between Northumberland Road, Pembroke Road and Lansdowne Road;
- A public body was concerned over the lack of tree planting at the southern end of Pembroke Road, and requested further planting be proposed to match the northern end of Pembroke Road;
- An interested party suggested that car parking provision on the southern end of Pembroke Road was not needed due to the large front drives of houses on Pembroke Road. It was suggested this space could be converted to public realm landscaping/ wider footpaths/ cycle lanes/ fully segregated bus lane;
- A resident raised concerns that a bus gate on Pembroke Road could potentially increase the level of traffic using alternative roads, such as Elgin Road and Pembroke Lane. Residents requested traffic management measures be put in place to avoid increased traffic volumes on residential roads;
- Residents were generally supportive of the bus gate on Pembroke Road, resulting in reduced need for land acquisition;
- A resident was concerned that residents on Pembroke Road could potentially be isolated from Baggot Street and Stephens Green due to the bus gate on Pembroke Road;
- A private group raised concerns about loading bay access and requested that loading bays be provided at the front of businesses south of Eastmoreland Place, as these businesses do not have a loading bay at the back, as is the case for businesses backing up onto Eastmoreland Lane. It was suggested the bus lane could be extended to facilitate this provision;
- An interested party requested that all bus stops be converted to bus stop bypasses along the Pembroke Road;
- Interested parties were concerned about the shared spaces for cyclists and pedestrians at bus stops at the top of Pembroke Road, before Eastmoreland Place, and requested greater segregation;
- Submissions raised concerns about having buses running along Pembroke Road (potential pollution, damage to heritage, crossing safety).
- Submissions raised concerns about potential for redirecting traffic off Merrion Road into Pembroke Road area, posing that it is impacting a vibrant and protected quarter of the city;
- Submissions were concerned about potential traffic volumes on Raglan Road creating negative effects on the property (noise pollution and others devaluating effects);
- Submissions raised concerns about the access to their houses on Pembroke Lane, suggesting it is too narrow to accommodate any potential increases in traffic (safety issues related to disabled people crossing);
- Concerns were raised in relation to Pembroke Lane, suggesting that ingress and egress from this road could be compromised due to potential increases in traffic on this road;

- Many residents expressed their concerns on the closing off of Elgin Road egress, suggesting it will potentially cause rat runs;
- Businesses and residents in the area of Baggot Street Upper and Lower, Pembroke Road, and Haddington Road raised concerns about the choice of the Baggot Street Bridge (McCartney Bridge, crossing Upper and Lower Baggot Street) forming part of the scheme and in relation to the choice of Upper Baggot Street and Pembroke Road as part of the scheme. Suggestions were made to separate the bus traffic, pedestrian and cycling traffic and to use Northumberland Road as a corridor (Shelbourne Road, Northumberland Road and Mount Street Lower), proposing that this would allow faster journey times for buses and preserve the area;
- Submissions raised concerns about loading bays being relocated onto Wellington Road (and alluded to the potential loading bays on Raglan Road), suggesting this would affect the residential amenity of the street if it were considered as replacement for the loading bays on Baggot Street Upper;
- Some submissions were concerned about potential changes in traffic volumes on surrounding roads such as Raglan Road, suggesting potential negative effects on the property impacting its value (potential health and safety implications of increased traffic volumes; noise pollution; diminished privacy for residents; loss of visual amenity; removal of mature trees; difficulty accessing the property both during and after completion of BusConnects works); and
- A group raised concerns about the whole scheme; in relation to this section, they raised concerns about the Pembroke Road / Northumberland Road junction which they considered unsafe for cyclists (i.e. suggesting there is no marked space for cyclists). They suggested to consider the redesign of the junction implementing smooth bends and a safe, comfortable experience. Concerns were also raised in relation to Pembroke Road and the justification for the right turn lane, suggesting it takes away from space which could be allocated for adequate cycling infrastructure and tree planting.

## Section 6: Eastmoreland Place to Mount Street Lower



**Figure 11: Section 6 Eastmoreland Place to Mount Street Lower**

The main comments observed within Section 6 include:

- A public body noted that Baggot Street Upper and Lower are located within a Conservation area, containing protected structures;
- Many residents and private groups expressed support for the retainment of trees along Baggot Street Upper;
- Interested parties were concerned about the shared spaces for cyclists and pedestrians at bus stops on Baggot Street Upper and requested greater segregation;
- A public body requested Toucan crossings be provided at the junctions of Waterloo Road and Haddington Road, to protect cyclists and pedestrians;
- A public body suggested that a bus stop on Baggot Street Upper is too close to the junction and pedestrian crossing;
- An interested party suggested cycle tracks be provided on Haddington Road, at the junction of Pembroke Road and Haddington Road;
- A resident raised concerns that the Baggot Street Bridge (McCartney Bridge) would continue to act as a bottleneck into the city centre. The resident was

also suggested that prioritising cycle lanes on the bridge did not make sense as there are no direct cycle tracks from this bridge to St Stephens Green;

- A resident raised concerns that footpaths over Baggot Street Bridge were too narrow, and requested they be widened in proposals, to prioritise pedestrians over private traffic;
- A resident requested that the number of lanes on Baggot Street Lower be reduced from 4 to 2 lanes. The resident suggested the introduction of priority cycle lanes in both directions, with a buffer in order to protect cyclists;
- A resident requested that consideration be given for a crossing at Scoil Chaitríona Baggot Street, in order to protect young pedestrians crossing Baggot Street Lower;
- A public body noted that footpaths along Baggot Street Lower appear excessively narrow adjacent to proposed parking spaces, and requested consideration of removal of parking spaces or reduction of the cycle tracks to facilitate wider footpaths;
- An interested party suggested a bus gate at Baggot Street Lower and Fitzwilliam Street, due to the high levels of pedestrian footfall. Other suggestions included narrowing the general traffic lane width;
- A resident requested parking spaces be reduced as much as possible along this Section, with priority given to loading bays for delivery vehicles, disabled parking, bicycles, car share, moped and motorbikes;
- A resident also requested remodelling parking bays to ‘greenbays’, where the space be converted to public domain when not in use by delivery vehicles, providing a green space for workers, residents and to enhance biodiversity in the area;
- A public body noted that there were a large number of bus stops along Baggot Street Lower, and requested some stops be amalgamated;
- A public body also noted concerns for shared spaces at bus stops on Baggot Street Lower, and requested greater segregation;
- A public body noted that a bus stop on Baggot Street Lower is too close to the junction and pedestrian crossing;
- A private group and a public body raised concerns that Fitzwilliam Street was not being designed in conjunction with the Fitzwilliam Cycle Route and requested that proposals for both schemes be designed concurrently;
- A public body requested that medians at junctions and traffic infrastructure be minimised where possible;
- A public body noted that Fitzwilliam Street is located within a Conservation Area, containing protected structures;
- Many businesses and residents in the area of Baggot Street Upper and Lower, Pembroke Road, and Haddington Road raised concerns about the choice of the Baggot Street Bridge (MacCartney Bridge, crossing Upper and Lower Baggot Street) forming part of the scheme and in relation to the choice of Upper Baggot Street and Pembroke Road as part of the scheme. Suggestions were

made to separate bus traffic, pedestrian and cycling traffic and to use Northumberland Road as corridor (Shelbourne Road, Northumberland Road and Mount Street Lower), proposing that this would allow faster journey times for buses and preserve the area;

- Concerns were raised about the traffic management interventions at Mespil Road, Waterloo Road and Eastmoreland Place which they suggest could create problems with accessing the area from the west of the city;
- Concerns were raised in relation to Pembroke Lane, suggesting that ingress and egress from this road could be compromised due to potential increases in traffic on this road;
- A resident group was concerned about environmental issues, EIA and about the impact on the Baggot Street Upper Village Centre as a viable village centre and on the business community of Baggot Street Upper (noting issues such as potential chronic traffic congestion, parking on the shaded side of route removed, and Heritage and protected structures of Baggot Street Upper Village Centre being impacted);
- Many residents were generally opposed to the corridor on Baggot Street Upper and Lower and Pembroke Road (suggesting a severe impact on businesses). Concerns were expressed about removing parking and access in the area (suggesting a potential impact on social and commercial life);
- Submissions proposed a need for dedicated set down bays on Wellington Road to facilitate parents and children during pick-up / drop-off at the local Montessori school;
- Concerns were also raised about the removal/lack of parking and loading bays on Fitzwilliam Street Lower;
- A submission suggested pedestrian crossings provision at the Herbert Street junction and welcomed protected crossing at Baggot Street's junction with Herbert Place;
- A submission raised suggestions in relation of the section from Fitzwilliam Street Lower and Mount Street Upper, including the introduction of traffic calming measures at Scoil Chaitríona Baggot Street;
- A resident association suggested to consider alternative options to Baggot Street Lower (commercial and retail) and Mount Street Lower for entering/exiting Merrion Square South/East and Fitzwilliam Street Lower. Concerns were raised about the removal of parking and loading bays from Fitzwilliam Street (impact on residents and businesses), about the re-routing of buses along Fitzwilliam Street Lower and onto Merrion Square (impacting the streetscape), about the footpaths design on Baggot Street Lower and about the need of loading bays on Fitzwilliam Street Lower; and
- A group raised concerns about whole scheme; in relation to this section, they were concerned about the proposed layout for Fitzwilliam Street (no need for four lanes of traffic) and Baggot Street (considered too wide). They suggested reducing the width and allocating the extra space for trees, widen footpaths, island bus stops and a high quality of cycling infrastructure. In addition, they

were seriously concerned about the junction at Waterloo Road, suggesting that the design seems too narrow in terms of cyclists' safety (i.e. turning to Pembroke Road) and noting there was no separate cycle crossing from Baggot Street Upper onto Waterloo Road.

## Entire Scheme

The main comments observed – many of which were echoed in the individual sections – include:

- Submissions requested where possible, the project should be integrated with other public and private infrastructure projects, such as Metro, S2S, the Dodder Greenway etc. to ensure a coordinated and well-planned development;
- Many submissions suggested that the removal of on-street mature trees was a cause for concern. The concerns related mainly to aesthetics of area, and environmental concerns (both carbon absorption and biodiversity aspects);
- There was support generally for the reduction in tree loss along Nutley Lane, Merrion Road, Pembroke Road and Baggot Street Upper, although many residents still raised concerns regarding the proportion of trees proposed to be removed;
- Several submissions opposed the non-segregated nature of the cycle provision and the need to mix with bus and vehicular traffic;
- Concerns were raised regarding the potential narrowing of footpaths given the volume of pedestrians that will be using them;
- A few submissions questioned the options assessment and data collection process in determining the route and the proposed cross-section as being the preferred option over all alternatives. There is a perceived lack of information on the assessment and a perceived lack of justification / supporting evidence for the works – and a fear that if this solution is carried out and is then determined to not be fit for purpose, the impact would be irreversible. The proposals are seen by some as a short-term solution and other alternatives should be considered;
- There are concerns that sufficiently detailed surveys have not been carried out to permit proceeding with the plan, including socio-economic, traffic, environmental, tree and transport demand;
- A public representative raised concerns about the consultation process suggesting that there was a poor availability of information and details regarding the impact on the community, deficiencies in studies (suggesting unstable and incomplete data) and a potential lack of justification for the corridors design chosen; and
- There was also a number of submissions which questioned the need for the scheme in relation to potential changes to working, living, and transport patterns as a result of COVID-19.