

BusConnects Dublin Core Bus Corridor Projects

Corridor 10 – Tallaght to Terenure

Emerging Preferred Route – Public Consultation Report 2018/2019

www.busconnects.ie

**BUS
CONNECTS**
MORE PEOPLE, TO MORE PLACES, MORE OFTEN.

Contents

	Page
1	Executive Summary 1
1.1	Objective of the Scheme 1
1.2	Purpose of the Non-Statutory Public Consultation 1
1.3	Public Consultation Process for Bus Connects 3
1.4	Information Provided in Public Consultation 5
1.5	Submissions Received 5
1.6	Principal Issues Raised 5
2	Introduction 6
3	Approach to Assessing the Submission 6
4	Analysis of Issues Raised by Section 7
5	Profile of Those Making Submissions: 9
6	Themes Raised in the Submissions 9
7	Summary of the Main Issues Raised 9

Appendices

Appendix A

Summary of Issues Raised by Route Section

1 Executive Summary

1.1 Objective of the Scheme

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

This report focuses on Core Bus Corridor 10 which runs from Tallaght to Terenure.

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

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

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

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

Phase Three of the Core Bus Corridors project will get underway in mid-February and will run until the end of April featuring the final six corridors: Ballymun to the City Centre; Finglas to Phibsborough; Bray to the City Centre; Blackrock to Merrion; UCD Ballsbridge to City Centre and Ringsend to the City Centre.

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

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

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

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

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

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

1.3 Public Consultation Process for Bus Connects

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

Phase 1: 14th November 2018 to 29th March 2019

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

Phase 2: 23rd January 2019 to 30th April 2019

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

Phase 3: 26th February 2019 to 31st May 2019

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

Each of the emerging preferred routes can be seen below in Figure 1, with the Tallaght to Terenure route designated as Core Bus Corridor 10.

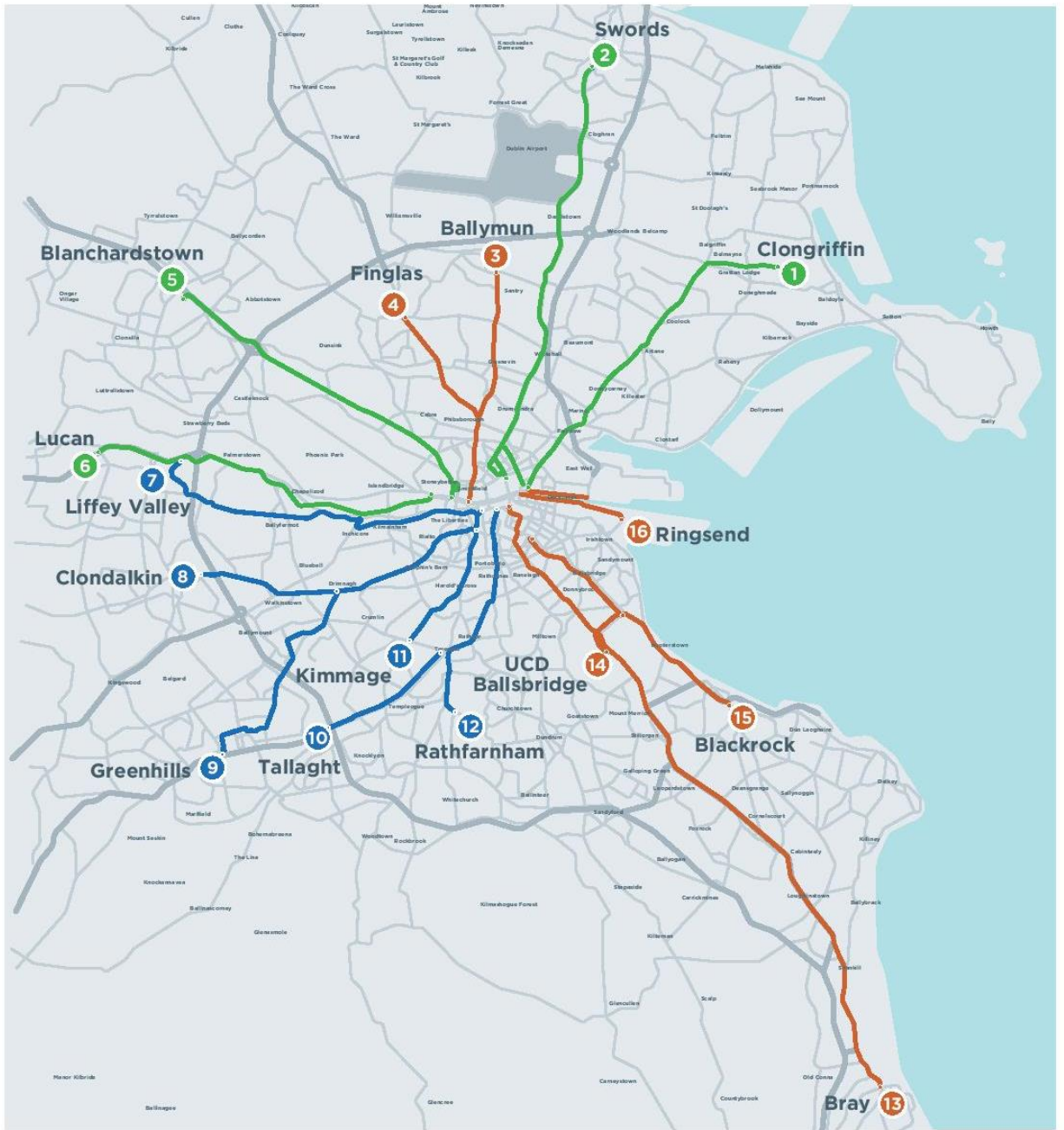


Figure 1: Radial Core Bus Corridors Emerging Preferred Routes.

1.4 Information Provided in Public Consultation

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

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

The additional supporting information on the website included:

- Tallaght to Terenure Core Bus Corridor - CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices; and
- Concept Scheme Drawings for the emerging preferred route.

1.5 Submissions Received

There were **387** submissions received for the Tallaght to Terenure Core Bus Corridor. These submissions ranged from personal submissions by residents, commuters and local representatives to detailed proposals from public bodies, various associations and private sector businesses.

1.6 Principal Issues Raised

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

The principal issues raised included:

- 1) Traffic Issues Associated with Proposed Traffic Management Measures
 - a. Traffic Congestion / Increase in Traffic Volumes as a Result of Rerouted Traffic
 - b. Safety
- 2) Loss of Access to Local Amenities
- 3) Loss of Parking
- 4) Alternative Solutions
- 5) Impact on Road Users who ‘Have to Drive’
- 6) Removal of Bus Stop
- 7) Rationalisation of Bus Services
- 8) Removal of Trees
- 9) Inadequacies in Consultation Process
- 10) Cyclist Safety / Inadequate Provision for Cyclists

- 11) Proposed land Acquisition
- 12) Devaluation of Property

2 Introduction

Consultation on the Tallaght to Terenure Core Bus Corridor Emerging Preferred Route ran for a period of three months and one week, between the 23rd January 2019 and the 30th April 2019.

Every property owner potentially affected by the proposals was notified by post issued on 18th January 2019 and a one-to-one meeting was offered in each case.

Public Information Events were held at the following locations:

- St. Mary's Rugby Football Club, Thursday 7th March
- Dublin City Council Civic Offices, Wood Quay, Tuesday 12 March

Community Forum Events were held at the following locations:

- St Mary's Rugby Football Club, Monday 25th February
- St Mary's Rugby Football Club, Monday 16th September

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

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

3 Approach to Assessing the Submission

The review of the submissions commenced in June 2019 once the consultation period for all three phases had closed. The NTA received 387 submissions for the Tallaght to Terenure emerging preferred route, from 23rd January 2019 until the 30th April 2019. Most entries were digital (email), however, some paper bound entries were posted to the NTA.

All submissions were entered into a database. Of the total submissions, nine of the files were duplicated and one was an acknowledgement letter. Therefore, a total of 377 submissions were assessed

Of the total number of submissions, there was no submissions with multiple signatures or petition/pro-forma letters.

4 Analysis of Issues Raised by Section

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

- Section 1: M50 (East) to Cypress Grove Road
- Section 2: Cypress Grove Road to Fortfield Road
- Section 3: Fortfield Road to Terenure Road West

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

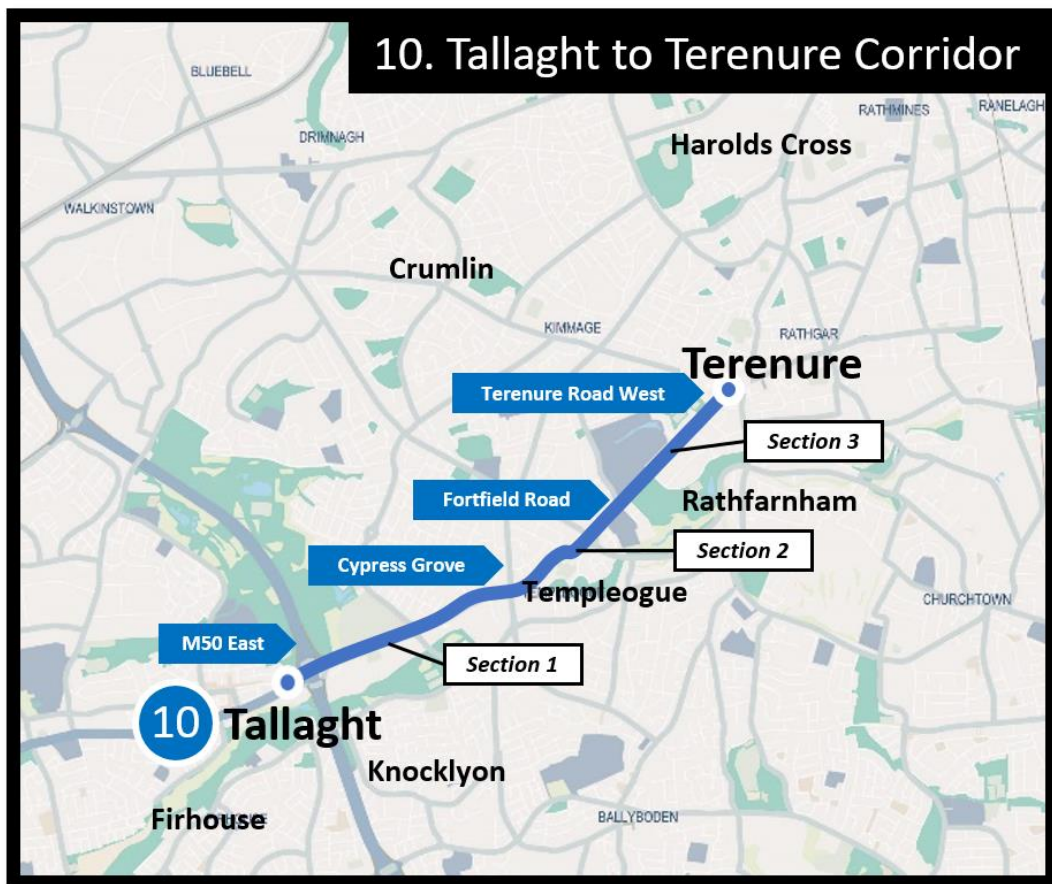


Figure 2: Tallaght to Terenure Corridor - Entire Scheme.

The section attracting the most comments by far was the ‘Entire Scheme’. This section received 51% of the total submissions. The majority of submissions logged under this heading, related to Section 2 and 3. Section 2, ‘Cypress Grove Road to Fortfield Road’ which runs through Templeogue Village, received 34% of all submissions. Section 3 ‘Fortfield Road to Terenure Road West’ received 13% of the total submissions. Section 1 ‘M50 (East) to Cypress Grove Road’ received only 1% of submissions.

The distribution of submissions across the various sections of the scheme can be seen below in Table 1 and Table 2.

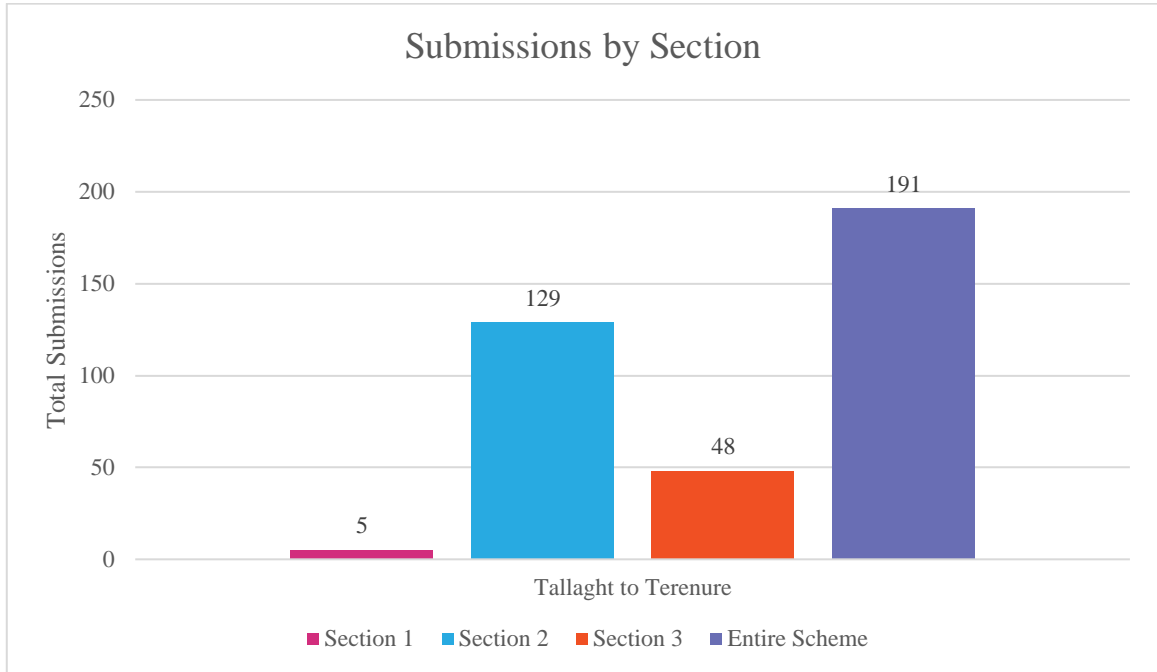


Figure 3: Distribution of Submissions per Section of the Tallaght to Terenure Core Bus Corridor.

Table 1: Number of Submissions per Section of the Tallaght to Terenure Core Bus Corridor.

Section	Number of Comments	Percentage
1: M50 (East) to Cypress Grove Road	5	1%
2: Cypress Grove Road to Fortfield Road	129	34%
3: Fortfield Road to Terenure Road West	48	13%
The Entire Scheme	195	52%
Total Assessed	377	100%

5 Profile of Those Making Submissions:

Of the submissions received:

- 94% were from residents of the study area who were not directly impacted by the scheme and typically referred to local matters;
- 6% other.

6 Themes Raised in the Submissions

All 377 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 the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

Table 2: Frequency of Themes raised through the Submissions.

Theme	Frequency of Comments
Accessibility/ Traffic Impact	327 comments
Social Impact	181 comments
Safety	173 comments
Economy / Impact on Local Business	139 comments
Integration / Bus Network	121 comments
Environmental Issues	73 comments
Land Acquisition	52 comments
Heritage	41 comments

7 Summary of the Main Issues Raised

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

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

- 1) Traffic Issues Associated with Proposed Traffic Management Measures
 - a) Traffic Congestion / Increase in Traffic Volumes as a Result of Rerouted Traffic
 - b) Safety
- 2) Loss of Access to Local Amenities
- 3) Loss of Parking
- 4) Alternative Solutions
- 5) Impact on Road Users who 'Have to Drive'
- 6) Removal of Bus Stop
- 7) Rationalisation of Bus Services
- 8) Removal of Trees
- 9) Inadequacies in Consultation Process
- 10) Cyclist Safety / Inadequate Provision for Cyclists
- 11) Proposed Land Acquisition
- 12) Devaluation of Property

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

Issue 1: Traffic Issues Associated with Proposed Traffic Management Measures

Residents raised concerns that the proposed traffic management plans, in particular restricted movement through Terenure Village, may cause increased levels of congestion elsewhere on the road network. The main items raised in relation to this issue were:

Issue 1a: Traffic Congestion / Increase in Traffic Volumes

Concerns were raised over the possible increase in traffic on alternative routes which motorists could take in order to enter the city due to the proposed traffic management measures, such as along Wellington Lane, Cypress Grove Road, Templeville Road, Wainsfort Road, Fortfield Road, Kimmage Road Lower, Terenure Road West, Springfield Avenue, or Ballyroan Road. The principal issues raised in relation to this topic were:

- It was noted that the possible increase in traffic along alternative routes may cause congestion further down the line, in other villages such as Rathfarnham, Rathgar, Rathmines, Kimmage.
- The restriction of traffic, the resulting redirection of traffic, and consequently a potential increase in journey time was a particular concern for many residents.

The possible increase in traffic along residential roads, such as Ashfield, Greenlea Road, Lavarna Road, Lavarna Grove, Parkmore Drive, Rathdown Drive, Rathdown Park, Fergus Road, College Park, College Drive, Fairbrook Lawn, which could be caused by motorists using alternative routes to access the city was also noted. Concerns over the possibility of the general increase in congestion/traffic volumes in residential areas such as Cypress Downs, including Glendown, Orwell, Limekiln was cited as a concern.

At Lavarna Road and Lavarna Grove, submissions noted that non-residents have been parking on this road, in order to commute into town. Residents are concerned that in combination with the proposed traffic management measures, this could cause further congestion problems.

It was noted that congestion on Wellington Lane is already high during peak times, due to parents dropping children to school at McDaras School, Bishop Galvin National School and Bishop Shanahan National School. When the GAA Complex at Spawell is opened, there are concerns that congestion may increase further. With the provision of the F1 and F2 Termini being located on Wellington Lane, it was noted that congestion and gridlock will be increased further.

Residents are concerned that allowing a right turn onto Springfield Avenue from Templeogue Road could possibly result in tailbacks along Templeogue Road. The majority of submissions deemed this measure unfavourable, however some were in favour of allowing a right turn at this junction.

It was suggested that a bus gate could be opened up at Lakelands Park, extending the restriction of cars further back, in order to reduce congestion at Terenure Place.

NTA response to Issue 1a

Following review of the submissions received and further analysis a number of additional traffic management measures have been proposed within the PRO including:

- It is proposed to ban the right turn onto Rathdown Avenue for inbound traffic.
- It is proposed to retain the existing no entry proposal to Fergus Road from Templeogue Road.

These proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce through commuter traffic.

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

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

Issue 1b: Reduced Safety

Residents raised concerns about the potential increase in traffic along residential roads, such as Ashfield, Greenlea Road, Lavarna Road, Lavarna Grove, Parkmore Drive, Rathdown Drive, Rathdown Park, Fergus Road, College Park, College Drive, Fairbrook Lawn, which could be caused by motorists using alternative routes to access the city. Concerns were also raised over the possible general increase in congestion in residential areas such as Cypress Downs, including Glendown, Orwell, Limekiln. The principal issues in relation to this topic were:

- Inadequacy of residential road infrastructure currently, to accommodate possible increased traffic. There are speed bumps along residential roads, many of which are damaged;
- Health concerns that there may be an increase in levels of air pollution, emitted from cars travelling along these residential roads;

- Safety concerns for vulnerable pedestrians and cyclists (such as elderly, children, wheelchair users, buggy users, those with physical and mental disabilities and so on) associated with the possible increase of levels of traffic volumes travelling along residential roads;
- Concern of potential increased traffic congestion may result in bad driver behaviours, increasing safety concerns for pedestrians, cyclists and other motorists;
- There are concerns that emergency vehicles may not be able to travel in and out of residential areas, due to the high levels of congestion; and
- Suggestions to reduce traffic levels on residential roads included the provision of a 'no right turn' or 'no left turn' onto many of the residential roads, especially during peak hours. However, there would need to be an exception for local access.

Residents are concerned that widening the road may result in difficulties crossing the road. Regular, safe crossings are necessary for pedestrian safety.

It was also noted that the roundabout between Cypress Grove Road, Templeville Road and Wainsfort Road is already congested, and may become more congested, following traffic management measures. Submissions noted that the safety of pedestrians and cyclists should be prioritised at this roundabout.

NTA Response to Issue 1b

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

- It is proposed to convert Spawell Roundabout into a signalised Dutch-style junction with dedicated pedestrian and cyclist crossings on each arm as well as cyclist protection.
- It is proposed to convert other existing major signalised junctions including the Old bridge road, Springfield Road and Fortfield Road junctions to dutch-style junctions with cyclist protection and better pedestrian crossing facilities.
- It is now proposed to tie into the Templeogue Village Part VIII scheme in the village, this provides dedicated cycle facilities in direction through Templeogue Village. Bus priority will be managed by bus priority traffic signals through this section.

As part of the next stage of the project a substantial transport and traffic modelling exercise will be undertaken to more accurately understand the implications of the proposals at both a city-wide scale as well as at individual junctions. Once these

implications are more precisely defined, they will inform the next stage of design, with appropriate treatment provided to ensure that the objectives of the scheme are fulfilled while catering for the needs of all road users. The impacts of the scheme on the surrounding road network, outside of the main CBC route, will also be assessed as part of this exercise, with appropriate treatment and or mitigation measures, including turn bans, provided where necessary.

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

Issue 2: Loss of Access to Local Amenities

There were concerns that due to proposed car restrictions, and changes in bus routes, residents may be unable to access amenities in local villages, such as Templeogue, Terenure, Rathgar (15a), Rathfarnham, Rathmines (15a), Ranelagh, Harolds Cross, Kimmage, Grand Canal (15a).

Changes to bus routes, changes to pedestrian footpaths and crossings, and increased road widths were listed as possible barriers to accessing amenities.

Shops, supermarkets, cafes, restaurants, pubs, doctors' surgeries, funeral homes and libraries in all of these villages, were listed as amenities that residents might find it difficult to access. Residents are also concerned that proposals may result in shops and businesses in Templeogue Village closing. The bank and post office were both closed down in recent times, and there are fears that other amenities in Templeogue may have to close down if proposals such as reduced parking and car restrictions were enforced. Concerns were raised that this would further reduce access to amenities, as residents could have to travel farther afield for amenities and services.

Vehicular access to local schools in the immediate area, and other areas was a huge cause for concern. Schools in the immediate area included Our Ladys School, Terenure College, St Pius X Boys National School, St Joseph's BNS, Presentation Primary School, Bishop Galvin National School, Bishop Shanahan National School, Saint McDaras School, Saint Patrick School and Rathfarnham Parish National School, among others. Schools outside the immediate area, which residents in the area noted that they need to access included St Louis High School and St Marys College, among many others.

Access to sports and recreational facilities such as VEC Football Club, Terenure College Rugby & Football Club, Rathfarnham Punters Football Club, Terenure Rangers FC, Templeogue Synge Street GFC, Terenure College Swimming Club, Bushy Park and Rathfarnham Castle, were all noted as a concern by various residents. The proposed reduction of parking in the area, and motor restrictions might make it difficult for residents and visitors to access these facilities, in order to train or perform.

Access to hospitals such as St Lukes Hospital in Rathgar and Tallaght Hospital were listed as particular concerns for residents, especially those who regularly receive treatments from hospitals. The loss of bus services (54a) and car restrictions were listed as the cause for reduced access to these services.

Many residents noted that access to Mount Argus and Mount Jerome would be restricted, and this was a key concern for local residents.

Some residents were concerned that access to the M50 may be reduced, due to an increase in motor journey times, especially attempting to exit residential areas.

In general, residents with mobility issues, young families with many children and other vulnerable road users felt that proposals could possibly impact and isolate them. The reduction of footpath width, the increase in traffic levels and removal of various bus routes and stops were all listed as concerns of residents who find it difficult to move around Dublin.

NTA Response to Issue 2

Based on the submissions received and consultation with local groups, the PRO proposal have been amended within Templeogue Village to tie into the Templeogue Village Part VIII scheme which proposes to retain the existing parking within Templeogue Village. Bus priority will be managed by bus priority traffic signals through this section.

In addition to this, a comprehensive traffic management plan, including a directional signage strategy, is being considered to manage traffic on the road network and to ensure that access to all essential amenities such as schools, hospitals and sports facilities is being retained. Access to these amenities by car will still be feasible, however motorists may have to take new routes to continue to use their private vehicles to access these amenities.

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

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

Issue 3: Loss of Parking

Concerns were raised over the loss of private parking spaces, due to the acquisition of land. Most of these concerns were raised by local residents and landowners who were directly impacted by the acquisition of land.

Local business owners and community members, particularly in Templeogue Village, were concerned that the reduction of public on-street car parking spaces on Templeogue Road could potentially negatively impact businesses. The reduction from 25 to 8 spaces was noted as a key concern that may result in business closures. The removal of loading bays was also noted as a concern that could further negatively impact businesses.

It was also noted that the reduction in public and private parking in the area might discourage guests from visiting these areas which would have an impact on the community's standard of living.

NTA Response to Issue 3

Based on the submissions received and consultation with local groups, the PRO proposal have been amended within Templeogue Village to tie into the Templeogue Village Part VIII scheme which proposes to retain the existing parking within Templeogue Village. Bus priority will be managed by bus priority traffic signals through this section.. In addition to this, amendments to the junction at Springfield Road have reduced the impact on private properties (15 fewer properties impacted and an additional two properties with reduced impact).

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

Issue 4: Alternative Solutions

Many residents feel that instead of spending money on the bus corridor, investment could be put into a Metro, monorail, tram, light rail or subway system. Many felt that the bus corridor plan could be redundant in 10 years, but some form of rail system would be relevant for many decades.

Residents felt that increasing the number of traffic lanes was not an appropriate solution within Dublin due to the narrow width of streets, which were designed many decades ago. A suspended or underground railway was suggested as an alternative to this issue.

Many residents indicated that they would prefer a more reliable service, rather than a reduction in commuting times. Suggestions of an increase in the frequency of buses on the current routes at peak hours were made by many residents. Residents stated that if additional numbers of buses were in use, people would not use their cars. Many felt that the trade-off of a good bus service and cycle system

was not worth the impacts such as land acquisition, reduced access, construction works, etc.

Suggestions were made of an integrated solution across multiple methods of public transport, connecting the bus, DART and Luas which could improve current public transport issues. The provision of increased park and ride facilities for existing bus routes was suggested by residents. Residents suggested that feeder buses could be utilised in order to bring residents to other public transport services.

There was a large consensus that much of the traffic congestion in the area was due to parents dropping their children to school. During the summer months many noted that the traffic was greatly reduced. As a result, many submissions suggested introducing school buses in the area and highlighted that this could offset the number of private cars on the roads and facilitate safe access to school for children in the area.

In order to reduce congestion on roads, various measures were suggested, such as a city toll and congestion charges.

Suggestions for speeding up bus journeys included cashless payments, mandatory exit through the back door, introduction of a base fare or leap card portals like on the Luas. This final measure would require increased policing of tickets on the bus, again like on the Luas.

Traffic management suggestions included motorist restrictions during peak hours. Residents recommended using a bus traffic light which would allow buses to travel ahead of private car traffic. They suggested that this measure be introduced, instead of banning cars outright.

NTA Response to Issue 4

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. This document identifies the Tallaght to Terenure corridor (referred to within the Strategy as Tallaght - Rathfarnham - Terenure) as an appropriate corridor for the development of a Core Bus Corridor. This strategy examined a number of options for this corridor, including rail, and determined that a Bus Corridor was the most appropriate solution.

In relation to the current proposed cross-sections throughout the route, the current Preferred Option consists of a number of sections where the overall cross-section has been reviewed and amended where local conditions allow.

Issue 5: Impact on Road Users who ‘Have to Drive’

Commuters raised concerns that closures through Templeogue and Terenure could possibly have negative impacts on road users who are bound to their cars.

Examples given of road users who need to drive included;

- Tradespeople who need to carry heavy tools and equipment across the city;
- Business people who must work in several locations each day, or who do not work in the city centre, such as those who work in Phibsborough, Citywest, Maynooth, Kildare etc.;
- Delivery workers who must deliver goods around the city or area, such as meals on wheels;
- Elderly people who need to carry shopping, or who have mobility issues;
- Parents with several children who need to navigate to several schools, work and other services; and
- People with medical conditions, or who have disabilities. Many residents who have disabilities feel that the scheme discriminates against them.

Some residents also raised the concern that they do not feel safe walking to bus stops, especially through residential areas at night.

NTA response to Issue 5

One of the core objectives of the BusConnects programme is to facilitate a modal shift from private car usage to the use of more sustainable modes of transport including public transport usage and walking and cycling. In order to achieve these objectives, within a constrained urban environment, it may be necessary to reduce the capacity for private car usage in certain areas. Those who ‘have to drive’ will still be accommodated by the scheme proposals, however they may have to take new routes to continue to use their private vehicles.

Issue 6: Removal of Bus Stop

Residents and members of the community raised concerns over the removal of bus stop number 1159 on Templeogue Road. This bus stop is located outside Terenure College and Bushy Park apartments. Students and residents were concerned with the removal of this bus stop. There are concerns that removal of the bus stop may result in daily commuting times increasing.

Residents were also concerned about the loss of any bus stops along the Templeogue Road, as these are continually overcrowded and busy currently. There is a fear that the removal of any bus stops may result in further overcrowding. There are concerns that this will result in people being forced onto the road which will cause safety issues.

NTA response to Issue 6

As part of the Emerging Preferred Route concept design, bus stop number 1,159 was proposed to be removed to rationalise existing bus stop locations along Templeogue Road at Bushy Park. This bus stop is currently within 300m of bus stops number 1,158 and number 1,160. The bus stop is located in close proximity to the Templeogue Road - Fortfield Road junction where a single shared inbound lane is proposed. The location of the bus stop has the potential to cause a delay to journey times on the shared carriageway. This will be reviewed further as part of the detailed design.

Issue 7: Rationalisation of Bus Services

Residents who live in Cypress Downs (Orwell, Perrystown, Templeville, Whitehall) who currently utilise bus routes 9, 15a, 15b, 54a and 150 raised concerns that they may be cut off from services. Residents raised concerns that the walk will be too long for many vulnerable residents. The routes mentioned were:

- The 9 connects the local area with Kimmage and Harold's Cross, it's removal was mentioned by some residents as being hugely disruptive;
- The 15a and 15b connects many areas such as Terenure, Rathmines, Portobello, Camden Street, Grand Canal. There is concern that if this route is removed, residents will no longer have access to services in these areas;
- The 54a bus route connects Templeogue and Terenure with Tallaght, which gives residents easy access to Tallaght Hospital. Residents who receive treatment from Tallaght hospital were particularly concerned with this bus route removal; and
- The 150 connects Templeogue to the city centre. In Orwell/Templeogue there is a large population that uses this route.

Many residents raised concerns that if these bus services were removed that they may not use the bus, due to the inconvenience of changing routes, the longer walks, especially for vulnerable road users who may find it difficult to change buses or who cannot travel long distances to other bus routes. Residents noted that they would be more likely to use their car as a result.

NTA response to Issue 7

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

Issue 8: Removal of Trees

Residents were worried that the removal of trees might negatively impact air pollution, noise pollution, emissions and the visual amenity of the area. It was also noted that the trees create a natural division between the footpath and the road,

which provides protection for pedestrians. The proposed removal of these trees was highlighted as likely to reduce the safety of pedestrians.

Submissions were concerned about the impact of proposals on the environment in general. Many were concerned that emissions from private vehicles, could potentially be redirected onto residential and alternative routes, would not be reduced by the scheme. Residents also highlighted concerns that diesel buses used by the NTA are polluting to the environment. Submissions raised concerns that the proposals were hypocritical, and that the scheme was not necessarily sustainable.

Residents were worried that the removal of trees would not help Ireland in meeting Ireland's Climate and Energy Targets, as set out by the EU.

NTA Response to Issue 8

A number of sections along the route have been assessed and amended as part of the design development, and a key outcome of many of these design interventions is the retention of a significant number of existing trees which were previously identified for removal. Within the PRO proposal, along with general retention of trees where possible, amendments have been made on certain sections referred to in the submissions, with the outcomes as follows:

- Over three quarters of public roadside trees along Templeogue Road between Templeogue Village and Springfield Road will now be retained; and
- Over two thirds of public roadside trees along Templeogue Road between Springfield Road and Fortfield Road will now be retained.

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

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for noise and air pollution generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 9: Inadequacies in Consultation Process

Residents were concerned that the advisors at the NTA public consultation presentation were unable to answer questions about the plan, such as the routes cars could take across the city, or across numerous corridors. However, other residents noted that representatives at presentation were 'helpful and well informed'.

There was a general concern raised in many submissions, that local residents have not been fully considered in this process, that the procedure is a desk-based

analysis completed by people who do not live in the area and therefore do not have an insight into the way the roads work.

Residents felt that there was not enough baseline data collected before the design of the bus corridor. Residents were disappointed that in-depth environmental, cost/benefit, social, economic, safety, traffic, heritage or conservation data was not collected or analysed before the scheme was designed. It was also suggested that surveys and studies could try to discover where it is that commuters need to get to. It was stated that if this data was collected, the scheme could aim to provide for these needs.

Disappointment was expressed over the failure to consider previous submissions sent in prior to 28th September 2018 (bus network redesign consultation).

Many submissions were concerned that Dublin Bus was not involved in the consultation process.

Some residents felt that the numbering of routes was far from obvious and the documents describing the scheme were confusing.

NTA Response to Issue 9

As part of this non-statutory public consultation this CBC received 387 submissions, while overall 13,000 submissions were received. On this CBC, in relation to the non-statutory public consultation there have been two Community Forums, and a significant number of both one to one meetings and meetings with residents groups during the development of the PRO.

Following this design development, a further round of non-statutory public consultation will be carried out to present these revised designs to the public. In tandem with this, representatives of local bodies will be regularly updated at Community Forum presentations. Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.

Issue 10: Cyclist Safety / Inadequate Provision for Cyclists

Concerns were raised over the quality of cycling provision in the area. Residents felt there was a lack of continuous, quality of surface, two-way cycle lanes, and the lack of protection from cars.

Concerns were raised for cyclist safety, in particular in areas where the cycle lane was ‘sandwiched’ between the car lane and bus lane. Many submissions expressed concerns that the proposed cycle lanes may be unsafe and requested that the lanes were segregated further.

Submissions highlighted that cycle lanes may not be wide enough for cyclists, which put higher responsibility on motorists to safely interact with cyclists.

It was noted that those who use residential roads could possibly be less safe cycling due to increased levels of traffic on the road following the introduction of traffic management measures.

Specific concerns in relation to this topic included:

- At junctions and roundabouts, such as at Spawell roundabout, residents requested that cycle lanes be prioritised, so as not to cause any safety issues;
- Cycling provisions disappear in Templeogue Village, Terenure Road East, and along Templeogue Road at points. Submissions suggested that further land should be taken from homes along the route in order to provide complete and continuous cycling facilities;
- The removal of cycle lanes between the Old Bridge Road/Templeogue Road/Cypress Grove Road was noted in addition to the lack of a proposed cycle lane on Templeville Road. It was requested that a cycle lane is included;
- Concerns were raised that the junction between Cypress Grove, Old Bridge Road and Templeogue Road is dangerous. Cyclists regularly turn right from Old Bridge Road onto Templeogue Road, even though there is a no right turn restriction at this point. Residents requested that cyclists might be facilitated in this turn; and
- Residents also were concerned over the two-way cycle lane in Bushy Park. Residents were not convinced that cyclists would utilise this facility but would instead share the road with buses and cars, thereby rendering the path and its level of safety, irrelevant.

It was noted that failure to provide protection for cyclists could discourage the public, due to the possibility of more injuries. Many residents highlighted concerns about the number of cyclist fatalities and were concerned that the plan puts more emphasis on buses rather than cyclists.

NTA Response to Issue 10

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

- It is proposed to convert Spawell Roundabout into a signalised Dutch-style junction with dedicated pedestrian and cyclist crossings on each arm as well as cyclist protection.
- It is proposed to convert other existing major signalised junctions including the Old Bridge Road, Springfield Road and Fortfield Road junctions to dutch-style junctions with cyclist protection. The final designs will be rigorously assessed against all relevant design standards. In particular, pedestrian and cyclist safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme.

- It is now proposed to tie into the Templeogue Village Part VIII scheme which proposes to provide dedicated cycle facilities in each direction through Templeogue Village. Bus priority will be managed by bus priority traffic signals through this section.

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

Issue 11: Proposed Land Acquisition

Many residents on the Templeogue Road were concerned and disappointed over the acquisition of private land to deliver the scheme. Particular concerns that were mentioned included the possible loss of aesthetic amenity, impact on driveways and parking areas, reduction in property value, reduction in safe access, privacy and security.

Residents noted that they would take legal action if plans were to go ahead as proposed. The residents were also concerned over the cost of legal fees and cost of purchase that the programme would incur as a result. The cost of reinstating walls and railings was also a concern for residents.

Many residents stated that their properties were protected structures, and land acquisition may not be an option for their houses.

NTA Response to Issue 11

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

- It is proposed to tie into the Templeogue Village Part VIII scheme removing the impact on a number of private properties within Templeogue Village.
- Amendments have been made to the Springfield Road junction removing the impact on a number of properties in this area and reducing the impact on others.

In total, the PRO proposals have reduced the number of properties impacted by 15 properties and reduced the extent of impact on an additional two properties.

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. The precise land take required for this scheme can only be determined at detailed design level, and its justification will be presented as part of a Compulsory Purchase Order, should such be required.

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These

impacts will be taken into account by An Bord Pleanála in its assessment of the scheme.

Issue 12: Devaluation of Property

Many residents who were either directly or indirectly impacted by proposals, raised concerns over the devaluation of their property.

The possible impacts that land acquisition could have on property included increased noise levels, reduced aesthetic value (removal of hedge and shortening garden), reduction of driveway length (and parking space), removal of safe access to property, reduction of privacy and security (hedge removal & reduction in distance from public).

Other residents were concerned that proposals could possibly indirectly impact the value of their homes. The indirect impact included car restrictions, increased traffic volumes on residential roads, loss of parking, loss of trees etc.

NTA Response to Issue 12

Based on the submissions received and consultation with local groups, the PRO proposal have been amended within Templeogue Village to tie into the Templeogue Village Part VIII scheme which proposes to retain the existing parking within Templeogue Village. In addition to this, amendments to the junction at Springfield Road have reduced the impact on private properties (overall 15 fewer properties impacted and an additional two properties with reduced impact).

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

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

Appendix A

Summary of Issues Raised by Route Section

Section 1: M50 (East) to Cypress Grove Road

Spawell

- Residents raised concerns that traffic management plans may divert motorists on the Templeogue Road onto Wellington Lane. The F1 and F2 Terminus is located on Wellington Lane. Submissions raised concerns that the combination of buses terminating on this road, and cars being diverted onto this road could cause congestion and traffic delays along this road. It was also noted that this could potentially impact access to amenities on this road, such as St Mac Dara's Community College, Bishop Shanahan National School, Bishop Galvin National School the future GAA complex at Spawell.
- It was noted that in the current design plans, the pedestrian footpath has been placed between the road and the cycle lane, along the Templeogue Road near Spawell. Residents were concerned for the safety of pedestrians at these points and requested that the cycle lane was placed between the road and the footpath.
- Residents were concerned for the safety of cyclists, pedestrians and motorists at the Spawell roundabout. It was suggested that these lanes should be clearly segregated, in order to protect road, cycle lane and footpath users.
- Residents were concerned that the roundabout at the Spawell junction might become increasingly congested in the future. Residents advised that replacing the roundabout with a signalised junction, may help to deal with increased levels of traffic at this junction.

Cypress Downs

- Residents were concerned that the change in bus services such as the 15a, 15b, 54a and the 150 could result in increased journey times, as a result of having to take multiple bus journeys.
- Residents were also concerned that the change in bus services might reduce access to local villages and local amenities, such as schools, churches, shops, hospitals etc. Many residents were concerned they might have to drive more as a result.

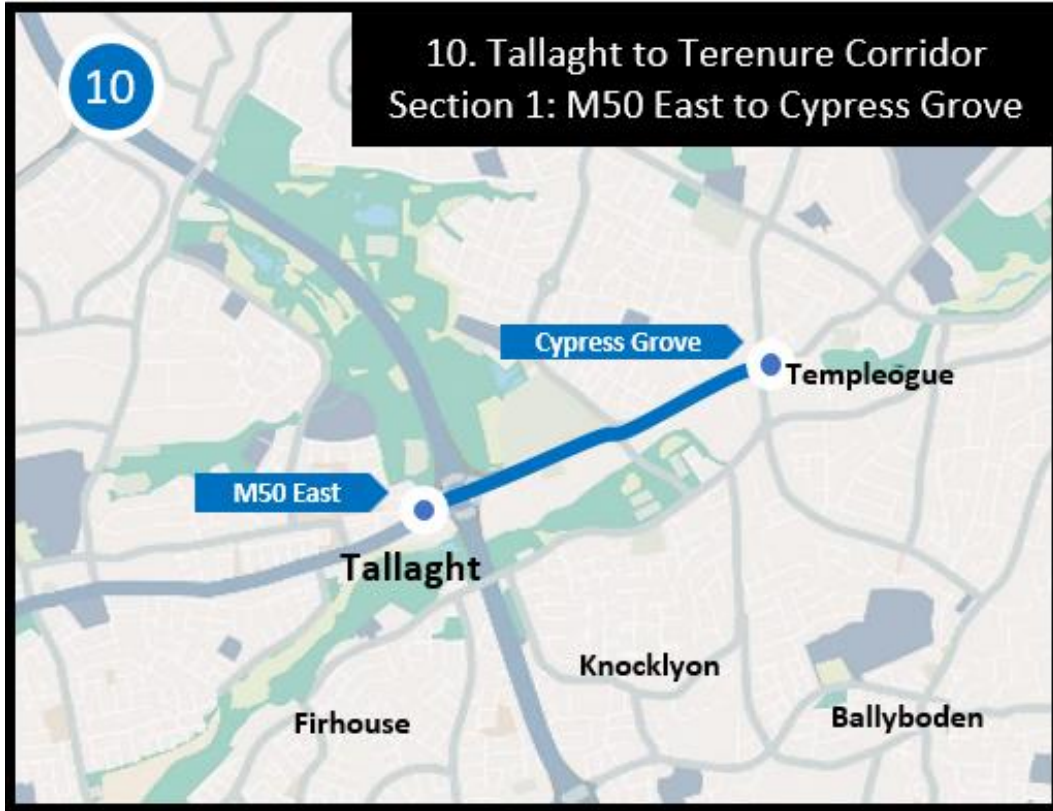


Figure 4: Section 1 - M50 East to Cypress Grove.

Section 2: Cypress Grove Road to Fortfield Road

Templeogue Road

- Residents were concerned that motorists who may be redirected off the Templeogue Road might be forced onto alternative routes, such as along Cypress Grove Road, Templeville Road, Wainsfort Road, Fortfield Road, Springfield Avenue and Ballyroan Road. There are concerns that this could;
 - Cause possible further delays for motorists, as large volumes of cars are pushed onto narrow roads;
 - Cause protentional blockages and congestion for emergency vehicles; and
 - Reduce access to local schools such as Our Lady's School, St Pius X Boys National School and Rathfarnham Parish National School
- Residents were also concerned that residential roads in Cypress Downs, Glendown, Orwell and Limekiln such as Ashfield, Templeville Drive, College Park, College Drive, might experience increased levels of traffic, due to traffic being redirected off Templeogue. There are concerns that this could result in more dangerous conditions for pedestrians, cyclists, and vulnerable road users, due to increased volumes and speeds of traffic on these roads. Residents suggested restricting left or right hand turns along residential roads in order to alleviate this issue.
- Concerns were raised over the safety of cyclists between Cypress Grove Road and Springfield Avenue/Templeville Road, due to the proposed removal of cycle lanes between these roads. Many resident cyclists requested that cycle lanes be provided between these roads.
- Additional concerns were raised over the safety of cyclists at the junction between Old Bridge Road and Templeogue Road. Residents highlighted that cyclists regularly turn right onto Templeogue Road from Old Bridge Road, even though there is a 'No Right Turn' provision at this junction. Residents requested that cyclists be allowed to turn right at this junction, to provide protection for cyclists.
- Residents raised concerns that opening the right hand turn from Templeogue Road onto Springfield Avenue might result in tailbacks on Templeogue Road and Templeville Road. This issue was raised as a safety concern for all road users and a concern for motorists, as journey time might be increased. However, some residents were supportive of this provision, as they believe it may reduce congestion.

Templeogue Village

- Local businesses raised concerns that a loss of public parking, and an increase in road width in the village is 'anti-business' and could result in reduced access to the business, and subsequently a loss in employment.
- Residents were concerned that provisions such as a loss in parking spaces, introduction of motor restrictions, widening of the road in the village could:
 - Negatively impact the community spirit. Concerns were raised that the village culture and the character of the village could be negatively by these provisions; and

- Negatively impact the heritage and history of Templeogue Village. Concerns were raised that widening the road in the village could have a negative impact on the architectural fabric of the village.
- Many residents were concerned that businesses may close down, due to the loss of parking spaces and the introduction of motor restrictions in the village. These concerns are heightened, due to the bank closing down previously, and the post office closing down within the past year.
- Residents were concerned that the redesigned footpath may not be wide enough in the village. Concerns for the safety of vulnerable footpath users such as the elderly, children, wheelchair users, buggy users, those with disabilities etc. were raised.

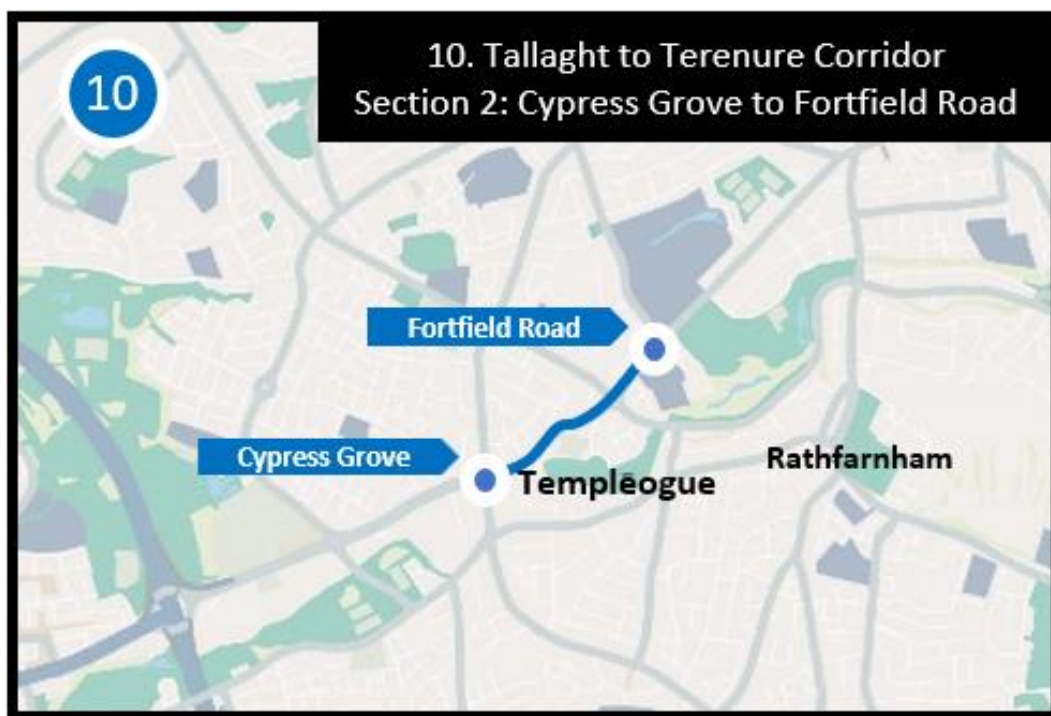


Figure 5: Section 2 - Cypress Grove to Fortfield Road.

Section 3: Fortfield Road to Terenure Road West

Templeogue Road

- Residents were concerned that motorists being redirected off the Templeogue Road might be forced onto alternative routes, such as along Terenure Road West, Greenlea Road, Wainsfort Road, Kimmage Road Lower, Rathdown Park, Parkmore Drive, Lavarna Road and Grove. There were concerns that this could:
 - Cause further delays for motorists, as large volumes of cars are pushed onto narrow roads;
 - Cause blockages and congestion for emergency vehicles;
 - Reduce the safety of pedestrians and cyclists at the roundabout between Cypress Grove Road, Templeville Road and Wainsfort Road; and
 - Cause gridlock at Terenure Place. Residents suggested extending the restriction for motorists to Lakelands Park in order to reduce congestion at Terenure Place.
- Residents were also concerned that residential roads such as Greenlea Road, Lavarna Road, Lavarna Grove, Parkmore Drive, Rathdown Drive and Rathdown Park might experience increased levels of traffic, due to traffic being redirected off Templeogue. There are concerns that this could:
 - Result in more dangerous conditions for pedestrians, cyclists, and vulnerable road users, due to increased volumes and speeds of traffic on these roads. Residents suggested blocking left or right hand turns along residential roads in order to alleviate this issue; and
 - Result in particularly bad congestion problems on Lavarna Road and Lavarna Grove, due to non-residents currently using these roads to park and use public transport into the city centre
- Residents are concerned that the removal of bus stop number 1159 on Templeogue Road could reduce access and potentially cause disruptions for students and teachers in Terenure College and Our Ladies School, residents of Bushy Park House and visitors of Bushy Park.
- Residents were concerned for the safety of pedestrians walking between Bushy Park House and Fortfield Road towards Terenure. There is no boundary between the road and the footpath along this area, which could be hazardous, especially for vulnerable road users.
- Residents were concerned about the safety of cyclists between Rathdown Avenue and Rathdown Crescent. Cyclists must cross the road in order to access the cycle lane, and residents are not convinced that this cycle facility will be used. Many residents requested that the cycle lane continued on the road, or that a shared facility with buses was provided, in order to provide some form of protection for cyclists.
- Residents were concerned that motor restrictions through Terenure Village may reduce access to:
 - Local schools, such as Our Ladys School, Terenure College and Saint Patrick School; and

- Local sports and recreational facilities, such as VEC Football Club, Terenure College Rugby & Football Club, Rathfarnham Punters Football Club, Terenure Rangers FC, Templeogue Synge Street GFC, Terenure College Swimming Club, Bushy Park.

Terenure Village

- Residents were concerned that businesses will be negatively impacted, and may close down, due to the introduction of motor restrictions in the village.
- Residents were concerned that the road at Terenure Place is not wide enough to carry additional motorists. An increase in traffic levels, in combination with the pedestrian lights at this junction could negatively impact businesses.
- Residents were concerned for cyclist safety in the village, due to there being no provision of cycle lanes through Terenure village.
- Residents were concerned about the protection of architectural heritage and structures in the village.
- Residents were concerned that motor restrictions through Terenure Village might reduce access to St Joseph's BNS and Presentation Primary School.



Figure 6: Section 3 - Fortfield Road to Terenure Road West map.

Entire Scheme

- Residents were generally happy that public transport would be improved, however did not want this to occur at the expense of local villages.
- Residents raised the concern that a reduction of ‘7 minutes’ in bus journey time will not be sufficient in order to outweigh the perceived negative impacts of the plan such as tree loss, land acquisition and congestion. It has been described as a 24/7 plan for a 2/4/5-hour problem. Residents stated that they would prefer reliable transport rather than quicker journeys.
- Some members of the community felt that the proposals were unnecessary. These members of the community were content with the services provided currently and some felt that the improvement in bus service was not worth the perceived negative impacts.
- Concerns were raised that cross-city access would be reduced under the proposed scheme. Residents were concerned that transport across the city could potentially be limited.
- Residents were concerned that the proposals were not an integrated solution, across multiple public transport methods such as bus, DART and Luas, suggesting an orbital route. Residents were concerned that proposals might disconnect villages in the area.
- Some residents were concerned that the plans were outdated and would not provide for future needs of the community.
- There were general concerns that motor restrictions could have a knock-on impact, possibly causing congestion in other areas such as Rathgar, Rathfarnham, Orwell, Ballyroan, Perrystown, Greenhills and Knocklyon.
- Many residents feel that the layout of Dublin city is not conducive to additional lanes of traffic and widening of roads, and the public transport should be elsewhere – namely above or below ground. It was noted the Dublin is made up of historic villages which are focal points and the proposals aim to destroy these focal points.
- Residents were concerned that the timeline proposed for construction activities was inaccurate and not detailed enough.
- Residents raised concerns that construction works along the corridor, such as road closures, cyclist diversions, traffic diversions and noise level increases could negatively impact the community and local businesses.
- Submissions suggested a change to the current ticket system in place on buses e.g. Cashless fare systems and allowing the use of debit card for fares.
- Some motorists felt that pedestrians and cyclists were being prioritised over motorists.
- Some cyclists felt that the proposals for cyclists were simply an ‘afterthought’, and that sufficient protection and prioritisation was not being provided for cyclists.

- Concerns were raised that speeds of 30kmph could be ignored, and as a result, speeds would need to be policed.
- Some residents were concerned that access to the M50 would be reduced, due to an increase in motor journey times, especially attempting to exit residential areas.
- Residents are concerned that changing the bus routes and restricting care could reduce access to key amenities in the vicinity such as St Luke's Hospital in Rathgar, Tallaght Hospital, Mount Argus, Mount Jerome and schools in other areas such as St Marys or St Louis' in Rathmines.

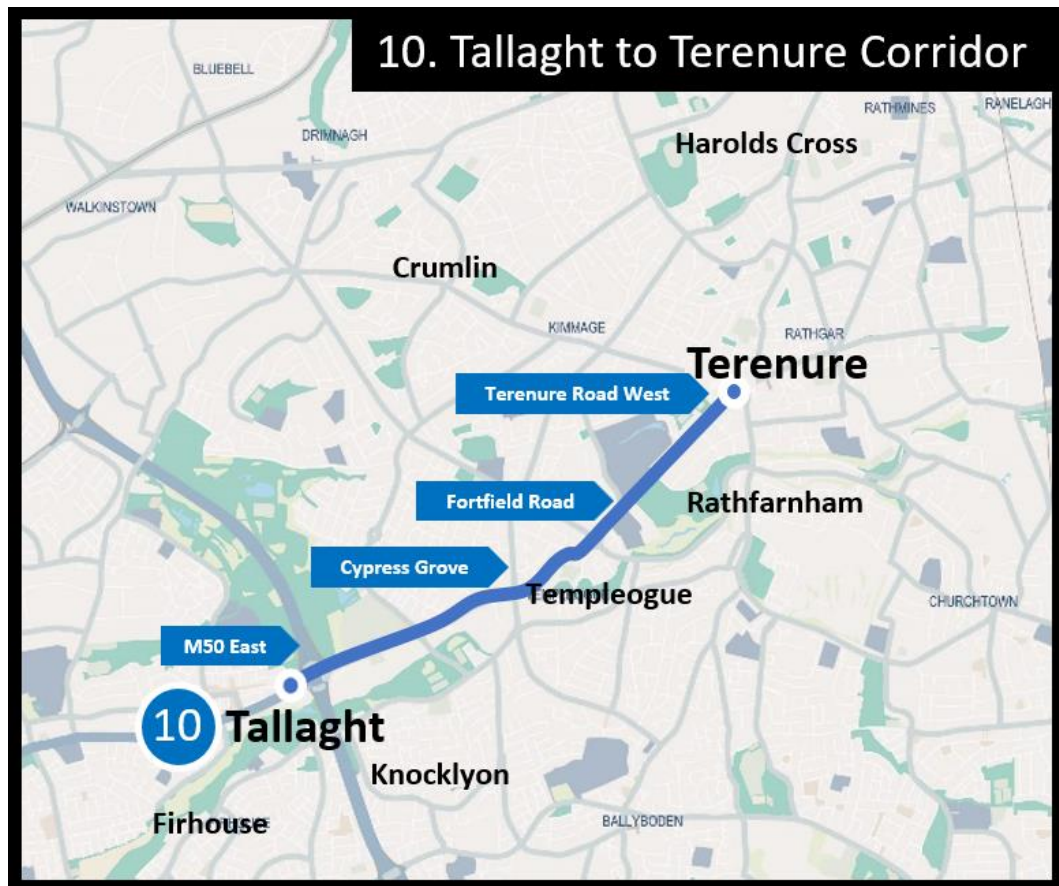


Figure 7: Entire Scheme - Tallaght to Terenure Corridor.



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Dún Scéine
Harcourt Lane
Dublin 2
D02 WT20

www.busconnects.ie



Project Ireland 2040
Building Ireland's Future