

Post Public Consultation Report

Dundrum Bus Layover Scheme

National Transport Authority &
Dún Laoghaire-Rathdown County Council

Project number: 60697433

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Prepared for:

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1. Introduction

1.1 Overview

On behalf of the National Transport Authority (NTA) and Dún Laoghaire-Rathdown County Council (DLRCC), AECOM have prepared a Post Public Consultation Report for 'BusConnects Dundrum Bus Layover Scheme'.

A non-statutory Public Consultation was carried out for the proposed design to relocate existing bus layover spaces from Waldemar Terrace, Dundrum, to alternative sites within the Dundrum area as part of the roll out of BusConnects. Proposals also include a bus gate connecting Dundrum Main Street to Sweetmount Avenue/Churchtown Road Upper to allow for the circulation of buses in the area, and a new bus stop on the Dundrum Bypass.

1.2 Background

The proposed BusConnects Network Redesign includes increased number of bus services which will terminate in the vicinity of Dundrum Main Street. Currently, buses use spaces on Waldemar Terrace at the Northern end of Main Street to layover (i.e. stand between scheduled services). This is essential to ensuring the efficient operation of the bus network, minimising delays and facilitating driver breaks.

More frequent bus services in Dundrum were called for during the 2018 BusConnects consultation. Additionally, improved bus facilities was an objective outlined in the Dundrum Local Area Plan (DLAP) – Objective T5 which DLRCC adopted in 2023. Objective T5 notes that it is an objective to upgrade Taney Cross junction and environs, to provide a safe, efficient and attractive environment for pedestrians, cyclists and public transport users. Any proposal shall positively address the public realm area in front of the existing Carnegie Library. This scheme aims to fulfil this Objective, as discussed in further detail in this report.

The DLAP aligns with a number of other policy documents including the County Development Plan and the national Climate Action Plan. To deliver on the objectives of the DLAP several key projects were identified for Dundrum focused on creating enhanced streetscapes and neighbourhoods. This scheme is the first of the "Connecting Dundrum" schemes which aim to Unlock, Reconnect and Enhance this area. The existing bus layover spaces at Waldemar Terrace and the adjacent areas underneath the Luas bridge have been identified as a site for future proposed public realm improvements, as seen below in Figure 1.1.

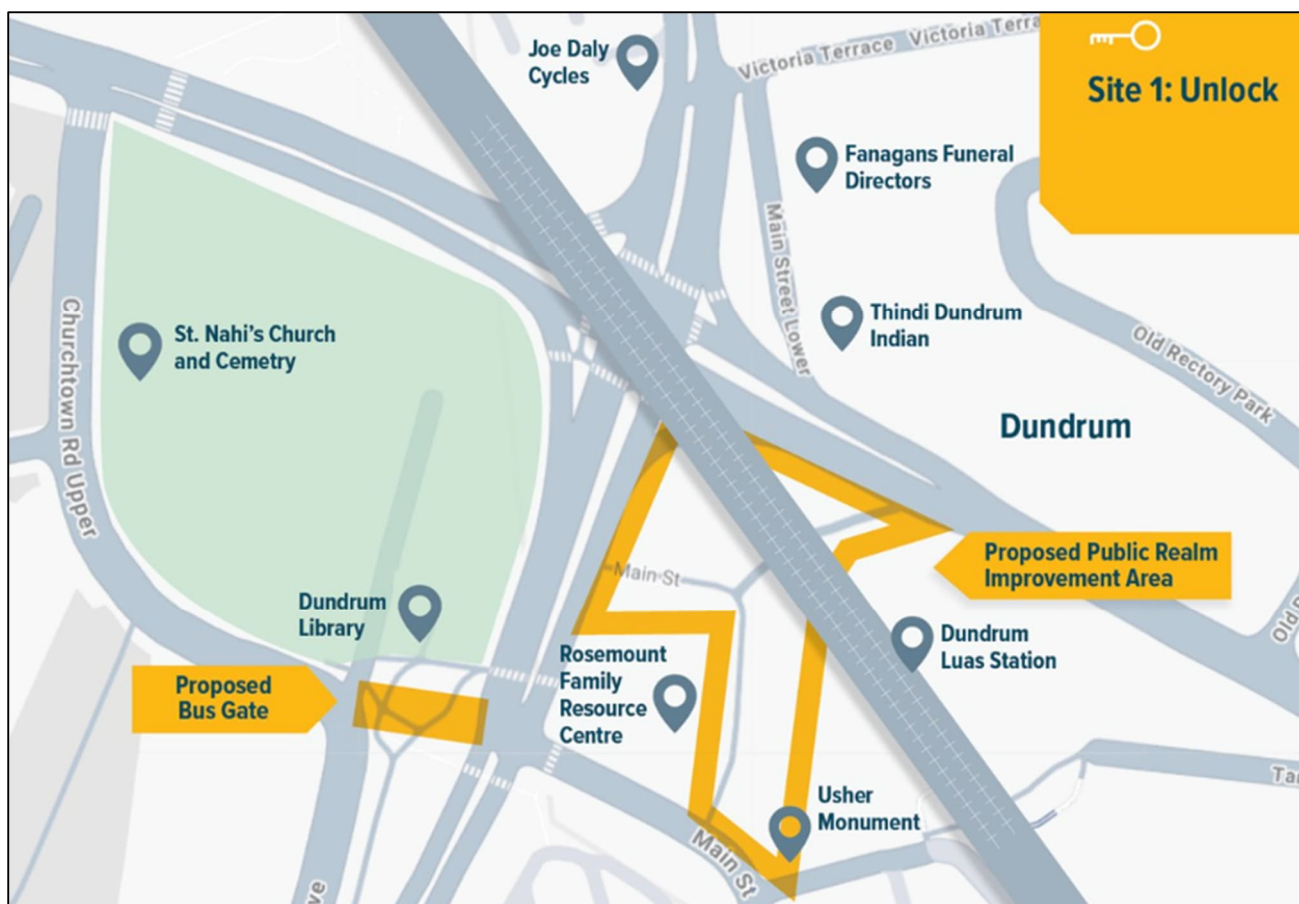


Figure 1.1: Connecting Dundrum - Site 1

To enable the relocation of bus layover facilities and make Site 1 available for public realm improvements, a bus gate — a road section restricted to buses — is needed off the Dundrum Bypass. This would provide a bus-only connection between Main Street and Sweetmount Avenue. Following a review of the area by the NTA and DLRCC, Churchtown Road Upper (Northbound), Churchtown Road Upper (Eastbound) and Dundrum Bypass were chosen as the most suitable locations for the 7 layover spaces required.

Further information on the Connecting Dundrum schemes can be found on the DLRCC website: [Connecting Dundrum | Dún Laoghaire-Rathdown County Council](#)

The scheme is being implemented under Section 38 of the Road Traffic Act 1994. This Section of the Act states that “A road authority may, in the interest of the safety and convenience of road users, provide such traffic calming measures as they consider desirable in respect of public roads in their charge.” In this case, DLRCC are utilising this statutory provision to enhance public bus services in the area and improve facilities for cyclists and pedestrians.

1.3 Scheme Objectives

The scheme objective is to provide layover spaces for buses serving Dundrum in close proximity to the last and first stops on each bus route. This will be achieved via the following actions:

- Provide a bus gate between Dundrum Bypass / Main Street junction with Sweetmount Avenue / Churchtown Road Upper.
- Provide 2 bus layover spaces on Churchtown Road Upper (Northbound) opposite St Nahi's Church.
- Provide 4 bus layover spaces on Churchtown Road Upper (Eastbound) before Taney Bridge.
- Convert an existing bus stop on Dundrum Bypass into a bus layover space.
- Provide a new inline bus stop on Dundrum Bypass to the south.
- Enhance the public realm at Carnegie Library.

1.4 Design Standards

Several published design standards and guides have been utilised to inform the design of the proposed scheme, as listed below:

- DMURS (Design Manual for Urban Roads & Streets);
- Traffic Management Guidelines;
- Traffic Signs Manual;
- Cycle Design Manual; and
- Guidance on the use of Tactile Paving.

2. Proposed Scheme

2.1 Dundrum Bypass / Main Street junction with Sweetmount Avenue Bus Gate

The preliminary design for the Dundrum Bypass / Main Street junction with Sweetmount Avenue Bus Gate is shown in Figure 2.1 below.

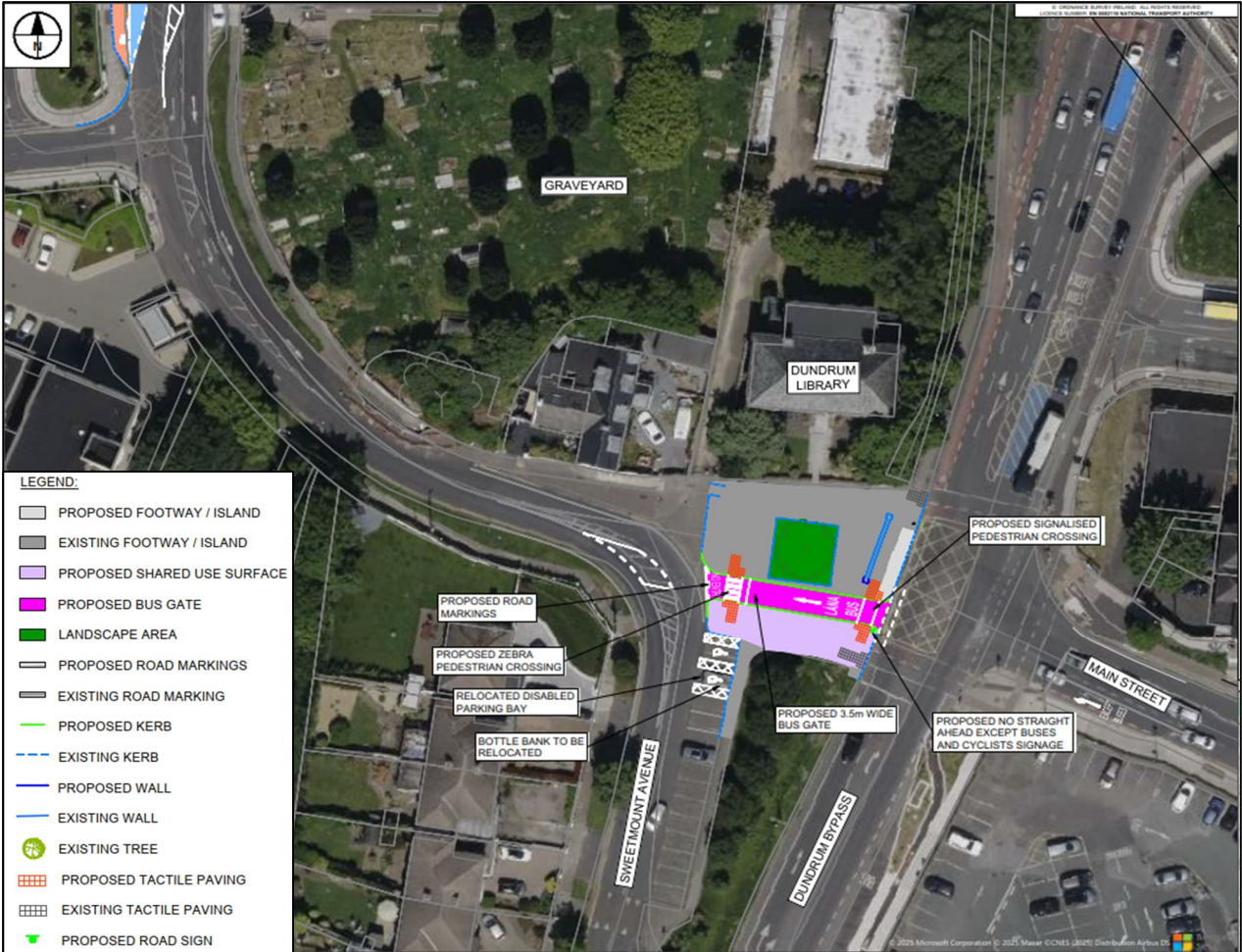


Figure 2.1: Bus Gate Preliminary Design

It is proposed to construct a new 3.5m wide bus gate immediately West of the Dundrum Bypass / Main Street junction. The bus gate will be a one-way, signal-controlled section of road that only buses can use. The bus gate will require full depth road construction and the removal of the existing paving stones and some underlying substrata. The removal of a section of the existing stone wall will facilitate the bus gate and will increase pedestrian permeability through this space. The proposed route of the bus gate would require the relocation of the existing disabled parking bay.

The opportunity to enhance the public realm throughout this will be explored at the detailed design stage. This will be achieved through the provision of planting, sustainable urban drainage systems (SUDs) features, bicycle parking and benches. Further detail on the landscape and public realm design can be found below in Section 5.

It is proposed that the existing turning lane on the south side of Main Street would become left turn only “Except Buses”, which will continue straight onto the new bus gate. It is envisaged that this will require minimum alterations to the existing traffic signal timings. However, DLRC have advised that

they would like the existing signal equipment to be upgraded as part of this project. This will be explored at the detailed design stage.

Figure 2.2, below, shows the visualisation of the proposed bus gate.



Figure 2.2: Bus Gate Photomontage

2.2 Churchtown Road Upper (Northbound)

The preliminary design for Churchtown Road Upper (Northbound) is shown in Figure 2.3 below.

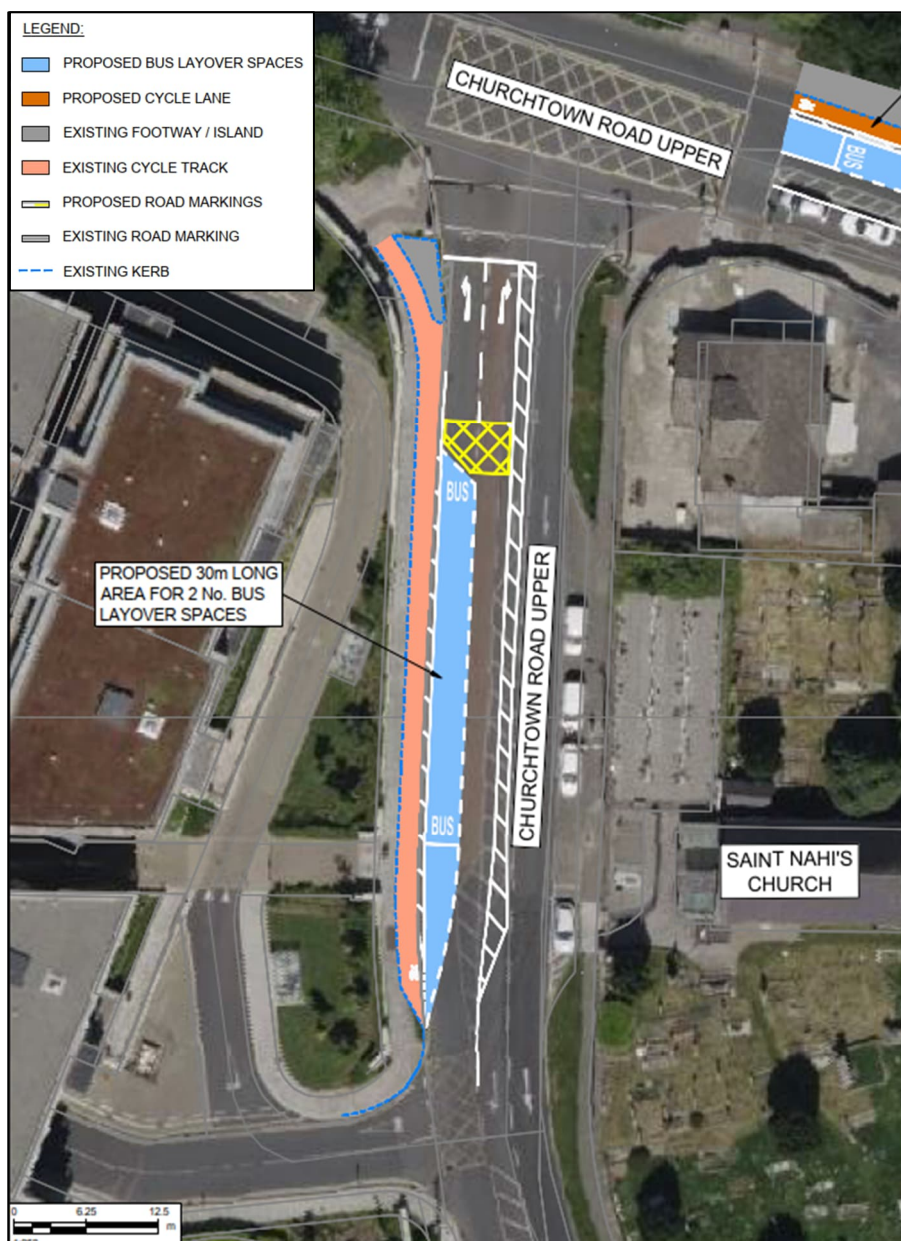


Figure 2.3: Churchtown Road Upper (Northbound) Preliminary Design

It is proposed to create a 30m long area for two bus layover spaces on Churchtown Road Upper (Northbound) opposite Saint Nahi's church. The proposed works would involve the reconfiguration of road markings and removal of the existing right turn lane cycle lane located within the centre of the road. It is proposed that if bus drivers are required to leave the vehicle, they could cross the existing cycle lane to get to the footpath. A hatched area and/or a segregation kerb would be provided as an area for them to safely disembark onto.

Due to the proximity of Saint Nahi's Church, awareness of potential cultural heritage impacts is required at all stages of the project. The location of the proposed bus layover spaces have been positioned to protect the view of Saint Nahi's church from the pedestrian entrance to the Fernbank apartments. An external Archaeological Assessment was undertaken on the study area and a report was also prepared. The report recommends that any excavations within the Zone of Archaeological Protection for the *Ecclesiastical Enclosure (DU022-016)* should be subject to archaeological monitoring by a qualified archaeologist with an archaeological licence. Further information on the Archaeological Assessment and the recommendations can be found below in Section 3.

2.3 Churchtown Road Upper (Eastbound)

The preliminary design for Churchtown Road Upper (Eastbound) is shown in Figure 2.4 below.

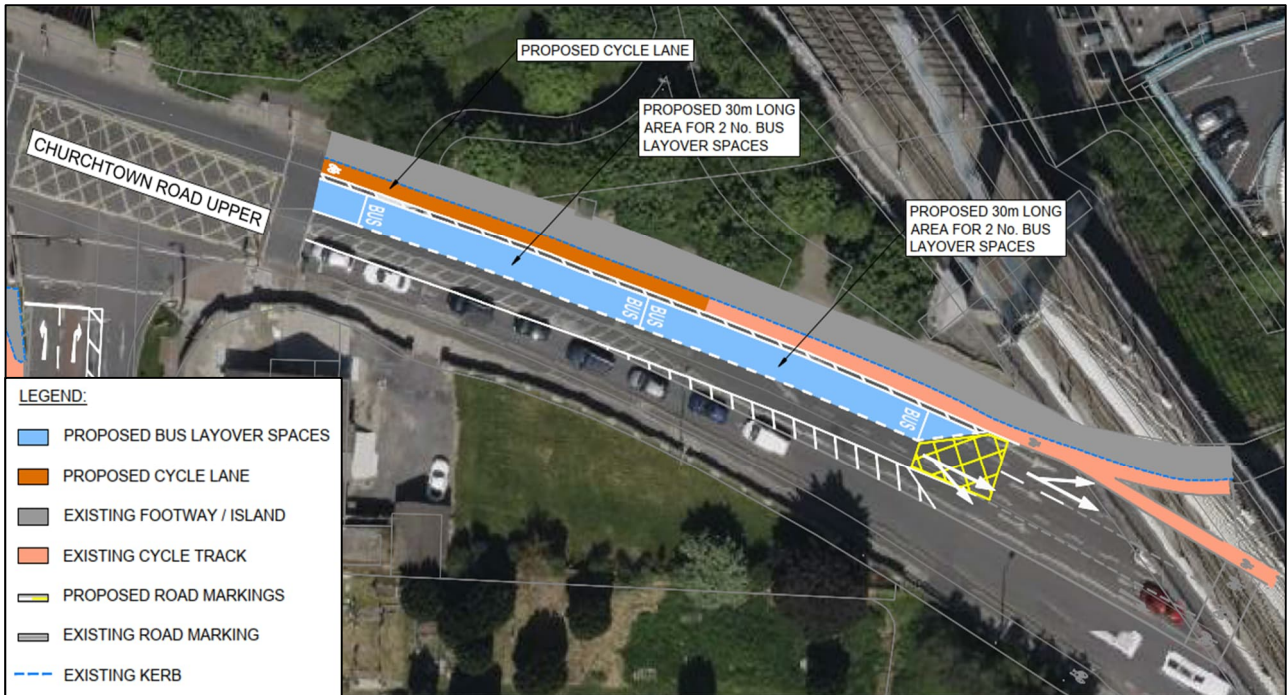


Figure 2.4: Churchtown Road Upper (Eastbound) Preliminary Design

It is proposed to create two 30m long areas that would contain two bus layover spaces each on Churchtown Road Upper (Eastbound) before Taney Bridge. The proposed works would involve the reconfiguration of road markings and extension of the existing eastbound cycle lane. The existing bus lane, which terminates approximately 35m east of the Taney Cross junction, is proposed to be reallocated as bus layover spaces. The existing turning lanes for Taney Cross would be shortened to provide a main running lane past the proposed bus layover spaces. It is proposed that if bus drivers are required to leave the vehicle, they could cross the existing cycle lane to get to the footpath. A hatched area and/or a segregation kerb would be provided as an area for them to safely disembark onto.

Figure 2.5, shows a visualisation of the proposed layovers and extended cycle lane.



Figure 2.5: Churchtown Road Upper (Eastbound) Photomontage

2.4 Dundrum Bypass

The preliminary design for Dundrum Bypass is shown in Figure 2.6 below.

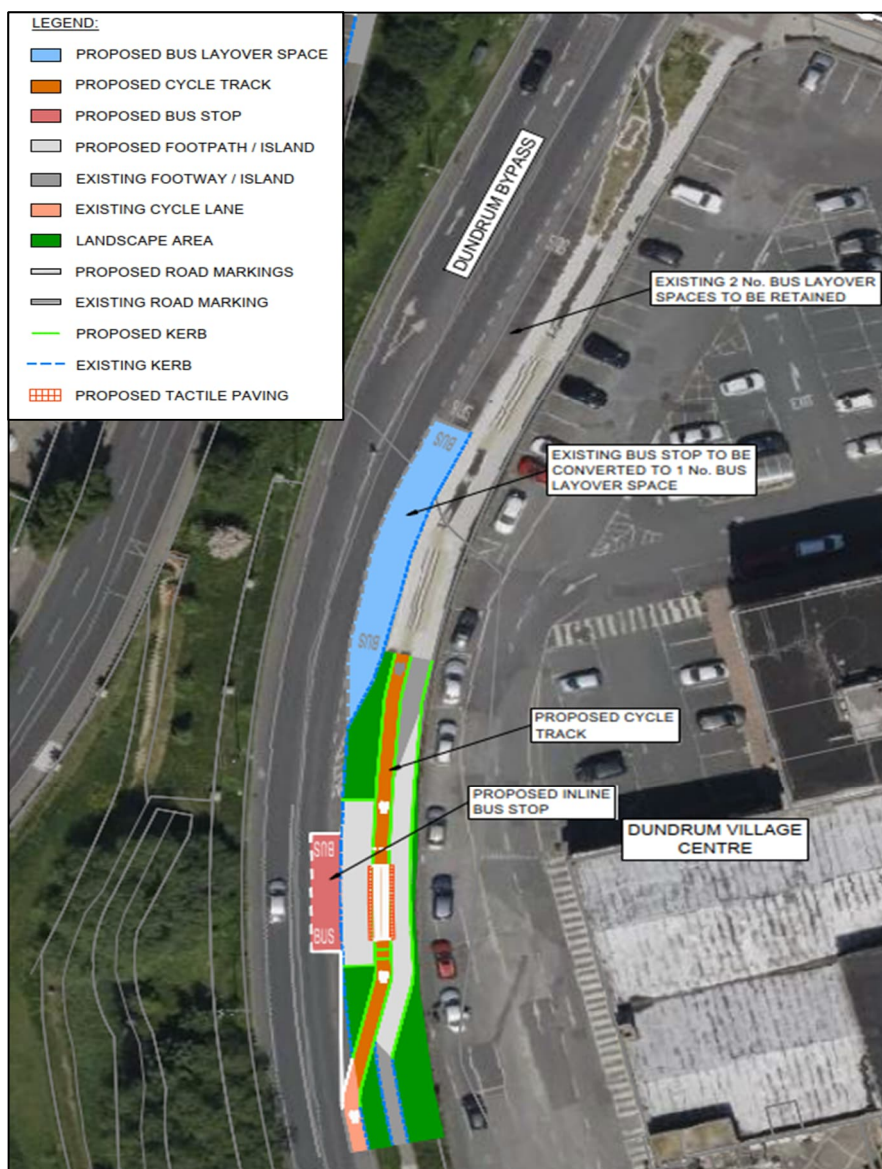


Figure 2.6: Dundrum Bypass Preliminary Design

It is proposed to create an area for one bus layover space within a bus layby on Dundrum Bypass. The space to north within the bus layby is currently used for two bus layover spaces. It is also proposed to construct an inline bus stop to the south. It is envisaged that only minor works including modification of road markings and / or removal of bus poles will be required to implement the layover. This will be further explored at detailed design stage.

The existing cycle track which runs alongside the bus layby will be extended to allow it to run past the proposed bus stop entering the carriageway, tying into the existing segregated cycle lane, downstream of this. As a result, the existing footway would have to be realigned to follow alongside the cycle track requiring the removal of vegetation. A raised pedestrian crossing will be provided to the bus stop landing area.

3. Environmental & Archaeological Assessments Summary

3.1 Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening Report was prepared by APEM Ltd. on behalf of AECOM for the National Transport Authority.

The AA Screening Report concluded that the Proposed Scheme, either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment was deemed not to be required.

3.2 Environmental Impact Assessment Screening

The Proposed Development does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended) which trigger the requirement to undertake an EIAR.

An Environmental Impact Assessment Screening Report was prepared by AECOM's Environmental team on behalf of the National Transport Authority. This report concluded that the Proposed Development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)), but does not meet or exceed the relevant threshold. The Proposed Scheme has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001 (as amended). No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.

3.3 Archaeological Assessment

An Archaeological Assessment Report was prepared by Aisling Collins Archaeological Services for Dún Laoghaire-Rathdown County Council.

The Dún Laoghaire-Rathdown County Development Plan (2022–2028) recognises the statutory protection afforded to all RMP sites under the National Monuments Legislation (1930–2014). The development plan lists a number of aims and objectives in relation to archaeological heritage (Appendix 3). It is the objective of the council to protect and preserve (in situ, or at a minimum, preservation by record) all known sites and features of historical and archaeological interest and all sites and features of historical interest discovered subsequent to the publication of the Record of Monuments and Places.

There are five recorded monuments located within the zone of notification for an ecclesiastical enclosure (DU022-016) an ecclesiastical enclosure, church, graveyard, and two grave slabs (DU022-016001-5). Six Protected Structures listed on the Record of Protected Structures in the Dún Laoghaire-Rathdown County Development Plan (2022–2028) are found within 250m of the proposals. Planning authorities are required to include a record of protected structures in its development plan under Section 51 of the Planning and Development Act 2000 (as amended).

The report recommended that ground excavations for the proposed bus gate within the zone of archaeological protection DU022-016 (Sweetmount Ave/Churchtown Road Lower - excluding the culvert, as this is already disturbed ground) should be subject to archaeological monitoring by a qualified archaeologist with an archaeological licence. This is the only area of the proposed works that requires archaeological monitoring.

4. Public Consultation Submissions & Observations

4.1 Public Consultation Approach

Following a briefing to Dún Laoghaire-Rathdown Elected Members on Monday 22nd September 2025, a non-statutory public consultation was carried out for a period of 4 weeks from 6th November 2025 to 4th December 2025.

The public were invited to send observations and comments via:

- Dún Laoghaire-Rathdown County Council's Public Consultation Portal website <https://dlrcoco.citizenspace.com/> under Open Consultations by midnight on 4th December 2025.
- In writing to the Senior Engineer, Capital Projects Section, Infrastructure and Climate Change Department, Dún Laoghaire-Rathdown County Council, Marine Road, Dún Laoghaire, Co. Dublin. A96 K6C9, submissions should be labelled 'Dundrum Bus Layover Scheme'.
- Email to capitalprojects@dlrcoco.ie with submission marked 'Dundrum Bus Layover Scheme'.

All submissions and observations were read and analysed. A summary of the submissions can be found in the following subsections of this report.

4.2 Summary of the Submissions & Observations

During the public consultation period, social campaigns were organised to raise awareness of the scheme among the public and to promote engagement in the public consultation. These campaigns are likely to have led to improved organisation of responses from different stakeholder groups. The organised campaigns included:

- A flier which was distributed in the area by the Save Dundrum Village Action Committee (SDVAC), who are firmly opposed to the scheme. This flier informed the public of the scheme and encouraged them to make observations on the scheme online, by email or by mail. Number of submissions received.

There was a total of 492 submissions received within the open consultation period, these are broken down by:

- 355 submissions received through the DLRCC Public Consultation Portal,
- 129 submissions received by email,
- 7 submissions received by handwritten letter, and
- 1 flier was distributed in the area by SDVAC

4.3 Responses to Detailed Feedback Received

The tables below present a compilation of the specific comments and suggestions made regarding the scheme. The feedback has been reviewed and collated to identify key themes in terms of feedback. A count has also been quantified to indicate the proportion of respondents that have made a submission related to each issue. A response has then been provided for the issue raised.

Key Issue	Description	Count	Response to Issues Raised
<p>1: Traffic Congestion & Junction Capacity</p>	<p>Respondents overwhelmingly expressed concern that the proposed scheme would worsen existing traffic congestion at key junctions, notably Churchtown Road Upper and the Taney Cross.</p> <p>Many submissions described these locations as already operating at or near capacity, with frequent delays during peak hours. The potential for increased queuing and longer journey times for all road users (including private vehicles, buses, and emergency services) was repeatedly highlighted.</p> <p>Respondents also noted that changes to junction layouts and traffic signals could have knock-on effects on surrounding streets, compounding congestion throughout Dundrum village and adjacent neighbourhoods.</p>	<p>453</p>	<p>It must first be noted that the long-term vision for Taney Cross and Environs, including Main Street and the Waldemar Terrace, is to transform this area into a safe, efficient, and attractive multi-modal transport interchange and civic gateway for Dundrum, prioritizing sustainable travel, public realm improvements, and seamless integration with the wider town centre. These plans are set out in Objectives T5, T6 and T7 of the 2023 DLAP.</p> <p>Section 4.5.1.2 of the 2023 DLAP explains that:</p> <p><i>“The Taney Cross junction is a large signalised junction with left-turn filter lanes for traffic on each of its entry arms. In general, a junction layout of this size, with slip lanes of this nature is not favourable for pedestrians or cyclists due to:</i></p> <ul style="list-style-type: none"> • <i>Longer crossing distances and requirement to make crossings in two-stages.</i> • <i>Interaction between pedestrians and vehicles at the filter lights; and</i> • <i>Generally higher vehicle speeds through the left-turn slip lanes.</i> <p><i>The existing layout is therefore not conducive to safe and efficient pedestrian and cycle movements. A series of upgrades are proposed including:</i></p> <ul style="list-style-type: none"> • <i>Removal of left-turn slip lanes on all approach arms.</i> • <i>Continuation of cycle facilities through the junction.</i> • <i>Reducing carriageway widths in so far as possible to reduce crossing distances for pedestrians.</i> • <i>Reallocation of road space to provide improved public realm and a more comfortable environment for pedestrians and cyclists at the junction.”</i> <p><i>Taney Cross and Environs also has a key role to play in facilitating and promoting public transport and in particular, interchange between bus and Luas services. Under the NTA’s BusConnects programme, a significant number of new bus services are planned to serve Dundrum and the surrounding areas. To facilitate this, improvements are required to bus interchange facilities and may, amongst other interventions, include:</i></p> <ul style="list-style-type: none"> • <i>The provision of additional bus stops and bus standing bays.</i> • <i>The provision of a bus gate between Dundrum Bypass and Churchtown Rd Upper / Sweetmount Avenue.</i>

Key Issue	Description	Count	Response to Issues Raised
			<ul style="list-style-type: none"> • <i>The reallocation of road space to provide bus priority measures, including bus lanes.</i> • <i>The development of a Mobility Hub 3 at the Bus Interchange.</i> • <i>Luas Station accessibility improvements including provision for direct access to the platform from the Mobility Hub area.”</i> <p>The Dundrum Bus Layover scheme is the first of many schemes which will help deliver on the objectives of the DLAP. The scheme is being implemented under Section 38 of the Road Traffic Act 1994 and has been developed to minimise impacts to the operation of general traffic within the study area. The 7 bus layover spaces (referred to as bus standing bays in the DLAP text above) are being provided through the reallocation of road space rather than the removal of existing footpath or landscaped areas.</p> <p>It is noted that the proposed bus layover spaces on Churchtown Road Upper and the new cycle track, will reduce some of the existing capacity. However the proposals will improve infrastructure for cyclists by introducing new protected infrastructure on approach to Taney Cross, which will assist to encourage modal shift from private car to more sustainable modes as set out in a suite of policies and objective in Chapter 4 of the DLAP.</p> <p>As part of the signalised junction upgrade, infrastructure will be added into the junction to assist in queue length detection (radar etc), which will assist to improve the operation of the signalised junction. The signalised junction will operate within the SCATS system, a real time traffic management system, which will assist to manage queuing at the junction during peak periods.</p>
<p>2: Bus Gate – Safety, Local Traffic & Civic Space Concerns</p>	<p>A substantial number of submissions focused on the proposed bus gate between Main Street and Sweetmount Avenue, raising concerns about its impact on local safety, traffic patterns, and civic space.</p>	<p>372</p>	<p>The proposed bus gate will facilitate the movement of buses from Dundrum Main Street to Sweetmount Avenue and Churchtown Road Upper, which is a critical to the functioning of the proposed bus layover spaces.</p> <p>The proposal of a bus gate at this location was included in the 2023 DLAP and many of the concerns relating to the Bus Gate have been previously</p>

Key Issue	Description	Count	Response to Issues Raised
	<p>Respondents worried that the bus gate could divert traffic onto residential streets, increasing risks for pedestrians and cyclists, particularly children and elderly residents.</p> <p>Many highlighted the potential loss of civic space at the junction, noting its importance as a community gathering point and the negative impact on the village's character.</p> <p>Concerns also included the adequacy of enforcement, the clarity of signage, and the potential for confusion among drivers unfamiliar with the new layout.</p>		<p>addressed in the <i>Chief Executive's Report on Draft Plan Consultation August 2023</i>. Section 3.4.5 of the report states:</p> <p><i>“the executive notes that the ABTA study has not identified any adverse impact on traffic movements along Sweetmount Avenue, Churchtown Rd Upper or Dundrum bypass, as a result of any potential bus gate between the bypass and Churchtown Rd Upper. Having regard to the NTA's BusConnects programme, the executive has identified that bus movements through the area would be relatively low frequency at approximately 1 bus every 6 mins during peak travel times. reducing to 1 bus every 10 mins during off peak times. In terms of impact on residential amenities, it should be highlighted that bus services, including double deckers are a core element of public transport throughout Dublin and their operation along urban / suburban roads is well established. The low frequencies indicated above together with progressively quieter, cleaner bus models being rolled out under BusConnects will ensure minimal impact on residential areas.</i></p> <p><i>There are no proposals to make Churchtown Rd Upper one way and also no evidence to suggest that increased littering/pollution will occur in the area or that children or the elderly would be impeded. It is also not considered that any severance of Sweetmount Ave from Dundrum will occur as a result of bus gate option as all existing pedestrian and traffic routes are being maintained with additional pedestrian and cycle routes proposed to address existing severance caused by the bypass. Any bus gate would be signal controlled and only available to authorised buses.</i></p> <p><i>The Executive is satisfied that local heritage elements will not be adversely impacted, and that the layout can be implemented with minimal impact on car parking, cycle parking and the existing open nature of the area to the front of the library.”</i></p> <p>The upgrade to the traffic signals at Main Street and Dundrum bypass will be developed and agreed with DLRCC departments including Intelligent Traffic Systems (ITS). The proposed new bus gate / upgrade to the signals will not have an impact upon traffic capacity, as it can be accommodated within the existing phasing arrangement at the junction.</p>

Key Issue	Description	Count	Response to Issues Raised
			<p>In relation to pedestrian safety in the vicinity of the proposed bus gate, the design ensures safe and convenient movement of pedestrians and cyclists through the provision of a signalised pedestrian crossing at the start of the bus gate, the provision of a signposted shared area to the south of the bus gate and an update of the tactiles arrangements through this area (including the Dundrum Bypass / Dundrum Main Street Junction) to match current best practise and guidelines.</p> <p>Further response on Pedestrian Safety and Impacts on Mobility-Impaired Residents & Elderly Access is given below in row 4 & 15.</p>
<p>3: Suitability of Churchtown Road Upper for Bus Layover (Traffic, Environmental & Residential Impacts)</p>	<p>Numerous respondents questioned the appropriateness of Churchtown Road Upper as a location for bus layover facilities. Concerns centred on the potential for increased traffic congestion, noise, and air pollution in a predominantly residential area.</p> <p>Submissions cited the proximity to homes, schools, and community amenities, raising fears about reduced quality of life, safety risks, and adverse environmental impacts. Many suggested that the area’s existing infrastructure was ill-suited to accommodate additional bus movements and layover activities.</p>	<p>311</p>	<p>The provision of bus layover spaces on Churchtown Road is essential to relocate the existing layover spaces from Waldemar Terrace. The designs have been developed to comply with the relevant design standards at national and local level. Furthermore, Road Safety Audits has been completed for the scheme to ensure any safety issues are identified and addressed.</p> <p>As noted above in the response to Key Issue 1: Traffic Congestion & Junction Capacity, the Chief Executive has highlighted <i>“that bus services, including double deckers are a core element of public transport throughout Dublin and their operation along urban / suburban roads is well established. The low frequencies indicated above together with progressively quieter, cleaner bus models being rolled out under BusConnects will ensure minimal impact on residential areas”</i></p> <p>The scheme will assist to promote walking and cycling infrastructure in Dundrum, to promote modal shift to encourage more people to travel via sustainable modes.</p>
<p>4: Pedestrian Safety (Library, Schools, Finsbury Park & St Nahi’s Area)</p>	<p>Pedestrian safety emerged as a major theme, with respondents emphasizing risks near the library, local schools, Finsbury Park, and St Nahi’s Church. Concerns included the adequacy and location of crossing points, visibility for drivers, and the potential for increased</p>	<p>289</p>	<p>Safety in the design is of utmost importance to the design team, DLRCC and NTA. A Road Safety Audit has been completed, and feedback has been taken onboard through multiple design updates. The scheme proposes to upgrade the plaza at Carnegie Library to enhance the pedestrian area and creating a more attractive route for pedestrians. Dedicated pedestrian crossing points are proposed across the new bus gate, whilst features have</p>

Key Issue	Description	Count	Response to Issues Raised
	<p>traffic volumes to endanger vulnerable users.</p> <p>Many submissions referenced the presence of children, older adults, and people with disabilities, calling for enhanced safety measures, improved footpaths, and traffic calming interventions to protect those walking in the area.</p>		<p>been included in the design to ensure vehicular speeds are reduced i.e. carriageway widths kept to a minimum as per DMURS.</p>
<p>5: Impact on Heritage & Local Character (St Nahi’s Church, Graveyard & Carnegie Library)</p>	<p>A significant proportion of submissions highlighted the potential negative impact of the scheme on Dundrum’s heritage assets and village character. Respondents expressed deep concern about the preservation of St Nahi’s Church, its historic graveyard, and the Carnegie Library, all of which are viewed as integral to the community’s identity. Many feared that the proposed changes would diminish the aesthetic and cultural value of these sites, disrupt established traditions, and erode the unique sense of place that defines Dundrum village.</p>	<p>402</p>	<p>Section 3 of this report covers the Environmental & Archaeological Assessments which were undertaken. An Environmental Impact Assessment screening has been completed, which determined no likely impact associated with the scheme proposals including on Heritage.</p> <p>The Archaeological Assessment recommended that ground excavations for the proposed bus gate within the zone of archaeological protection DU022-016 (Sweetmount Ave/Churchtown Road Lower - excluding the culvert, as this is already disturbed ground) should be subject to archaeological monitoring by a qualified archaeologist with an archaeological licence. This is the only area of the proposed works that requires archaeological monitoring throughout construction.</p> <p>As noted above in the response to Key Issue 1: Traffic Congestion & Junction Capacity, the Chief Executive <i>“is satisfied that local heritage elements will not be adversely impacted, and that the layout can be implemented with minimal impact on car parking, cycle parking and the existing open nature of the area to the front of the library.”</i></p> <p>Furthermore, the scheme is proposed to be amended to introduce new public realm proposals at the existing plaza at Carnegie Library.</p>
<p>6: Alternative Sites Suggested for Bus Layover Facilities</p>	<p>Many respondents proposed alternative locations for bus layover facilities, reflecting scepticism about the suitability of the current proposal. Common suggestions included</p>	<p>227</p>	<p>The proposed locations for the bus layover spaces have been identified to tie in with the future bus service routing for Dundrum. The bus layover spaces will facilitate appropriate locations within the public carriageway for</p>

Key Issue	Description	Count	Response to Issues Raised
	<p>relocating the layover to the old shopping centre site, exploring options along Ballinteer Road, or considering sites outside the village core.</p> <p>Submissions often included detailed rationale for these alternatives, citing better access, reduced impact on residents, and improved integration with existing transport infrastructure.</p>		<p>drivers to stop and reenter service, with minimal delay thus reducing potential impact to bus journey times.</p> <p>A Compulsory Purchase Order (CPO) of private land which is not taken in charge by DLRCC would be required to place the proposed bus layover spaces outside the road corridor. DLRCC and the NTA believe exercising powers of compulsory order are not justified for a scheme of this size and are not in line with the principle of proportionality, particularly considering the urban nature of the study area.</p>
<p>7: Loss of Library Civic Space & Impacts on Village Character</p>	<p>The proposed changes to the library area prompted widespread concern about the loss of civic space and the broader impact on Dundrum’s village character. Respondents described the library plaza as a vital community hub, used for social gatherings, events, and informal interaction.</p> <p>Many feared that its reduction or removal would undermine the village’s sense of community, making the area less welcoming.</p>	<p>321</p>	<p>The proposals for the Civic Space at Carnegie Library are to enhance the existing square, by introducing new planting, new rest areas and improving the existing paving stones. This aligns with Objective T5 of the DLAP which states that <i>“Any proposal shall positively address the public realm area in front of the existing Carnegie Library.”</i></p> <p>Feedback in relation to concerns over the impact to the public realm in front of Carnegie library have been taken on board, and proposals to improve the public space in front of the library will be developed as part of the detailed design process: Further information on the public realm improvements planned for the plaza area can be seen below in Section 5 – Design Updates Following PC Feedback.</p>
<p>8: Preference to Retain Existing Luas-Adjacent Layover</p>	<p>A notable subset of submissions expressed a preference for retaining the existing bus layover adjacent to the Luas stop. Respondents argued that this location provides better connectivity between bus and rail services, and minimizes disruption to residential areas.</p> <p>Many questioned the rationale for relocating the layover, suggesting that improvements to the current</p>	<p>198</p>	<p>As explained in the response to Key Issue 1: Traffic Congestion & Junction Capacity, the principal of relocating the existing bus layover spaces from Waldemar Terrace was agreed as part of the Dundrum LAP 2023, to facilitate the redevelopment of Waldemar Terrace.</p>

Key Issue	Description	Count	Response to Issues Raised
	arrangement would be more effective and less controversial.		
9: Supportive Comments for Public Transport & Sustainable Mobility	While the majority of feedback was critical, many respondents voiced support for improved public transport and sustainable mobility initiatives. These submissions welcomed efforts to enhance bus services, reduce car dependency, and promote active travel.	92	<p>The support for the scheme is noted and welcomed by DLRCC, the NTA and the Design Team. The non statutory Public Consultation was undertaken for 4 weeks and promoted by DLRCC on social media to encourage feedback. A very high volume of responses was received considering the size of the scheme.</p> <p>Where feasible the design will be amended to incorporate received feedback. Feedback in relation to concerns over the impact to the public realm in front of Carnegie library have been taken on board, and proposals to improve the public space in front of the library will be developed as part of the detailed design process. Further information on the public realm improvements planned for the plaza area can be seen below in Section 5 – Design Updates Following PC Feedback.</p>
10: Requests for Better Information / Lack of Detail in Consultation Materials	<p>Many respondents criticized the consultation process, citing a lack of clear, accessible information about the scheme’s design, impacts, and rationale.</p> <p>Concerns included insufficient detail in consultation materials, limited opportunities for public engagement, and perceived reliance on external consultants.</p> <p>Respondents called for greater transparency, more comprehensive data, and ongoing dialogue with the community to inform decision-making.</p>	238	<p>The non statutory public consultation published a suite of documents including information booklet, general arrangement drawings, EIA and AA Screenings, proportionate to other schemes which are delivered through Section 38.</p> <p>As noted above, the design will be amended to incorporate received feedback where feasible.</p>
11. Cycling Safety (Upper	Cycling safety was a recurring concern, particularly in relation to	119	The scheme proposes to remove the existing unprotected right turning cycle lane on Churchtown Road Upper near St Nathi’s Church and introduce a

Key Issue	Description	Count	Response to Issues Raised
Churchtown Road & Bus Gate Interface)	Churchtown Road Upper and the interface with the proposed bus gate. Respondents highlighted the need for continuous, protected cycle lanes, safe crossings, and measures to reduce conflict between cyclists, buses, and other vehicles. Many submissions referenced the importance of encouraging active travel, especially for children and families, while ensuring that cycling infrastructure is safe, accessible, and well-integrated with the wider network.		new continuous protected cycle lane on Churchtown Road Upper, to enhance cyclist safety.
12: Loss of Parking (St Nahi’s Church, Fernbank & Churchtown Road Upper)	The potential reduction or relocation of parking spaces, especially near St Nahi’s Church, Fernbank, and Churchtown Road Upper, was a major concern for many respondents. Submissions emphasized the importance of parking for churchgoers, elderly residents, people with disabilities, and local businesses. Many feared that loss of parking would hinder access to key destinations, reduce footfall, and create additional challenges for those with limited mobility.	197	The proposals will not reduce the existing designated car parking on the eastern side of Churchtown Road Upper adjacent to St Naithi’s Church. It is noted that informal parking occurs on the existing cycle lane during events at the Church. It is envisaged that the proposed scheme will discourage parking on the northbound cycle lane along Churchtown Road Upper to ensure the cycle track is protected and to accommodate the bus layover spaces.
13: Environmental, Noise & Air Quality Concerns	Respondents raised a range of environmental concerns, including potential increases in noise and air pollution resulting from changes to traffic patterns and bus operations. Many submissions referenced the impact on local biodiversity, green spaces, and overall environmental	247	An Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) screenings have been completed and were published as part of the non-statutory public consultation. The findings of the EIA identified no likely significant effects were identified during the screening process.

Key Issue	Description	Count	Response to Issues Raised
	<p>quality. There were calls for robust environmental assessment, mitigation measures, and consideration of long-term sustainability in the scheme's design and implementation.</p>		<p>Furthermore, the proposals will aim to promote walking, cycling and public transport, to encourage modal shift from car travel to more sustainable mode.</p>
<p>14: Operational Concerns (Bus Routes, Enforcement, Driver Facilities)</p>	<p>A subset of submissions focused on operational aspects of the scheme, including the design and enforcement of bus routes, adequacy of driver facilities, and practical challenges associated with layover management.</p> <p>Respondents questioned whether the proposed arrangements would be effective in practice, highlighting potential issues with signage, compliance, and provision of amenities for bus staff.</p>	<p>77</p>	<p>The operation of bus routes is reviewed by the NTA. If noncompliance is identified, enforcement will be reviewed by NTA / DLRCC in conjunction with An Garda Siochana.</p> <p>The NTA are responsible for reviewing driver welfare facilities. If additional welfare infrastructure is needed, this will be a subject to a separate application.</p>
<p>15: Impacts on Mobility-Impaired Residents & Elderly Access</p>	<p>Many respondents emphasized the need to protect access for mobility-impaired residents and elderly people. Concerns included increased distances to bus stops, removal or relocation of disabled parking bays, and the suitability of footpaths and gradients for those with limited mobility. Submissions called for inclusive design, retention of accessible facilities, and ongoing engagement with affected groups to ensure their needs are met.</p>	<p>181</p>	<p>The scheme is being designed to ensure compliance with all relevant design standards, in particular to cater for vulnerable road users. All footpath gradients will be as per design standard. Road Safety Audit Stage 1 has been completed, and as the scheme evolves, a Road Safety Audit Stage 2, 3 and 4 will be undertaken to ensure any safety issues is identified and addressed.</p>

Other Issue Raised	Count	Response to Issues Raised
Flooding/Drainage Concerns	32	The scheme will include new drainage gulleys and connections where required. Furthermore, the scheme proposes to include SuDS features within the plaza area to improve water retention and enhance sustainability.
Impact on Emergency Services Access	27	Impacts to emergency services during both construction and completion stage will be minimised. This will be reviewed further at detailed design stage.
Impact on Disabled Parking/Blue Badge Spaces	25	The scheme will not reduce dedicated disabled parking spaces, and any impacts will be minor, i.e. a minor relocation of the existing disabled parking spaces.
Anti-social Behaviour/Public Safety	22	Additional public lighting will be included within the plaza area, which will enhance the sense of safety at night.
Impact on Property Values	19	It is not envisaged that the scheme will have a negative impact on property values. The scheme proposes to enhance the public realm at Carnegie Library, which will create a more attractive area.
Construction Disruption/Timeline	17	The Works Requirement for the appointed contractor will ensure that any works in the vicinity of a school, will be limited during exam time to ensure minimal disruption.
Visual Impact/Aesthetics	15	The scheme proposes to enhance the visual quality of plaza outside of Carnegie Library. This will include new planting and materials.
Cost / Value for Money	14	The scheme has been progressed through the NTA Project Approval Guidelines, which includes preparation of cost estimates. The scheme is considered essential to facilitate the next phase of the BusConnects Redesign to facilitate improved bus servicing to Dundrum.
Impact on Biodiversity / Wildlife	12	The scheme proposes to enhance biodiversity at Carnegie Library through the introduction of additional planting, Sustainable Urban Drainage (SuDS)
Dundrum LAP 2023	12	The scheme has been prepared to align with the objectives of the approved Dundrum Local Area Plan.

Other Issue Raised	Count	Response to Issues Raised
Requests for More Data / Traffic Modelling	11	A significant traffic modelling exercise was undertaken as part of the wider ABTA study forming part of the LAP, which was adopted in 2023.
Concerns about Cycle Lane Design	9	Any amendments to the existing cycle lane and crossings will be developed as per the Cycle Design Manual.
Impact on Funeral / Church Events	8	The proposals will not reduce the existing designated car parking on the eastern side of Churchtown Road Upper adjacent to St Naithi’s Church. It is noted that informal parking occurs on the existing cycle lane during events at the Church. It is envisaged that the proposed scheme will discourage parking on the northbound cycle lane along Churchtown Road Upper to ensure the cycle track is protected and to accommodate the bus layover spaces.
Impact on Playgrounds / Parks	7	The scheme will not directly impact the playground at Finsbury Park. The scheme will assist to improve pedestrian and cycle infrastructure in Dundrum, which will assist to improve road safety, in particular for persons travelling to and from the new Finsbury Park playground.
Impact on Deliveries/Servicing	6	The scheme will not impact any existing loading facilities.

5. Design Updates following Public Consultation Feedback

As described in Section 4.3, the proposed changes to the library area prompted widespread concern about the loss of civic space and the broader impact on Dundrum’s village character. Respondents described the library plaza as a vital community hub, used for social gatherings, events, and informal interaction.

Considering these concerns, the proposals to improve the public realm at the Carnegie library have been expanded and will be designed by specialist Landscape Architects during the detailed design phase. The current plan is to enlarge the footprint of the plaza area and provide new planting, sustainable urban drainage systems (SUDs) features, bicycle parking and rest areas / benches. There will be a focus on re-using the existing high quality paving stones and materials where possible, to ensure the plaza is in keeping with the character of the adjacent Carnegie Library. The new upgraded shared area to the south of the bus gate, including the addition of tactile paving for refreshed pedestrian crossing of Sweetmount Avenue (which was not included in the preliminary design drawings) has been added to ensure the safe movement of pedestrians through the area. This route from the Dundrum Main Street area towards Finsbury Park was highlighted by many respondents as a crucial pedestrian desire line, particularly due to the new playground facilities in the park.

In summary, these proposals for the plaza at Carnegie Library will enhance the existing square and fully aligns with Objective T5 of the DLAP which states that *“Any proposal shall positively address the public realm area in front of the existing Carnegie Library.”*

