ARUP

Wicklow County Council

N11/M11 Bus Priority Interim Scheme

Public Display of Preferred Option (September 2023) - Post Consultation Report

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 265455-00

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1. Introduction

1.1 Overview

Wicklow County Council, in partnership with Dún Laoghaire-Rathdown County Council, Transport Infrastructure Ireland and the National Transport Authority (NTA) are progressing the N11/M11 Bus Priority Interim Scheme (N11/M11 BPIS).

The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of bus priority measures on the N11/M11 national road. Priority facilities can be used by buses/coaches to avoid congested traffic lanes and help to reduce the current unsustainable dependency on the private car.

The N11/M11 BPIS, developed separately to the N11/M11 Junction 4 to Junction 14 Improvement Scheme, offers a practicable interim solution for implementation in advance of the larger and more comprehensive scheme.

The N11/M11 BPIS is being implemented in accordance with Transport Infrastructure Ireland's Project Management Guidelines (TII PMGs). These guidelines provide a framework for the management, development and delivery of national road and public transport capital projects.

Following the completion of an Engineering Feasibility Study during Phase 1, the project was progressed to Phase 2 in 2021. During this phase, a number of options have been developed to determine the optimum extent of bus priority which can be practically delivered over the extent of the scheme. These options have been subject to a detailed appraisal of their potential impacts and their relative success in achieving the project objectives.

1.2 Scheme Context

The N11/M11 national road is the primary artery connecting Dublin to the southeast of the country and is comprised partly of motorway, dual carriageway and single carriageway sections over a distance of approximately 126km, from its commencement in Stillorgan, Co Dublin to its termination close to Wexford town.

Given the location of the scheme within the Greater Dublin Area (GDA), the subject section of the corridor supports high volumes of traffic engaging in local activities such as commuting, retail and amenity, as well as supporting more strategic roles in parallel, such as freight distribution, inter-urban trade and access to key ports and airports. Moreover, to satisfy modern mobility needs against an urban backdrop, the N11/M11 corridor must support accessibility across a variety of transport modes, including public transport and active travel.

The N11/M11 today is heavily congested and inefficient during morning and evening peaks. Mode choice is constrained and bus services using the route must negotiate the same congestion and delay. This subjects public transport trips to the same unreliability of journey time and fosters an unsustainable dependency on the private car.

The extent of the N11/M11 BPIS covers the section of existing N11/M11 route from Loughlinstown roundabout in Shankill to the north as far as Junction 9 (Glenview) in the south. It is within this 11.6km length of the existing route that the option selection process has examined the viability, type and optimal extent of bus priority to be provided.

Improving the performance of public transport on the national road network can increase the social and economic usefulness of the network. Schemes which promote modal shift away from the private car to more sustainable modes of transport will support the policy demands of the National Development Plan and the Climate Action Plan.

1.3 Public Consultation

In line with the TII PMGs and Aarhus Convention, a key attribute of project development is the facilitation of stakeholder engagement by the Sponsoring Agency. To be effective and informative, such stakeholder engagement must be open, engaging, and continuous.

Public consultation during the options development phase is non-statutory in nature but aims to engage the public in the scheme delivery process, inform the public of the statutory process and likely time scales, seek the public's cooperation and understanding of the project and capture local knowledge as part of the Environmental Impact Assessment (EIA) process. Statutory submissions and observations can be made to the Competent Authority once the statutory processes commence.

In accordance with the TII Project Managers Manual for National Road Projects (PE-PMG-02042), a public display of the preferred option shall be held following the completion of the option selection peer review at the conclusion of Phase 2, to inform the public and stakeholders of the preferred option.

The feedback received from this period of consultation has been reviewed by Arup and will be used to inform the design development and environmental assessment of the N11/M11 BPIS. This report details the consultation process undertaken and summarises the key themes and commentary received from the public.

2. Public Display Process

2.1 Background

As noted above, the extent of the N11/M11 BPIS covers the section of existing N11/M11 route from Loughlinstown roundabout in Shankill to the north as far as Junction 9 (Glenview) in the south. It is within this 11.6km length of the existing route that the option selection process has examined the viability, type and optimal extent of bus priority to be provided.

For assessment purposes, the overall scheme extent has been split into three Sub-Schemes (A, B & C), as shown in Figure 2-1.



Figure 2-1 N11/M11 BPIS Sub-Schemes

The public display followed a previous public display of the preferred N11/M11 BPIS proposals held in November 2022. At the November 2022 Public Display, the preferred option for the scheme included the provision of bus priority measures along the following sections of the N11/M11 Corridor:

- **Sub-Scheme A Northbound & Southbound** – Loughlinstown Roundabout to Junction 6 (Bray/Fassaroe)
- **Sub-Scheme C Northbound only** – Junction 8 (Kilmacanoge) to Junction 9 (Glenview)

At the November 2022 display, it was noted that the successful delivery of bus priority within Sub-Scheme B – Junction 6 (Bray/Fassaroe) to Junction 8 (Kilmacanoge) – presented a number of location specific challenges and constraints.

The Project Team gave a commitment to further examining the viability of delivering bus priority within Sub-Scheme B to identify the optimum solution to meet the project objectives.

Following further analysis and input from project stakeholders, a preferred option for the provision of bus priority measures within Sub-Scheme B was identified. The September 2023 public display therefore presented an overall Preferred Option for the N11/M11 BPIS within Sub-Schemes A, B and C.

The Public Display of the Preferred Option broadly comprised the following, each of which is discussed in further detail below.

- An in-person Public Display event held on Tuesday 12 September 2023;
- An online display of the Preferred Option; and
- A consultation period during which submissions from members of the public and any other interested parties were accepted by the Project Team. The consultation period initially ran until Friday 13 October 2023, but was later extended by a further 3 weeks before concluding on Friday 3 November 2023.

2.2 Informing the public

Prior to the commencement of the public display of the preferred option for the N11/M11 BPIS, the following measures were undertaken to inform the public of this event:

- Advertisements for the public display event were placed in local and national media, as outlined in Table 2-1.

Table 2-1 Dates of Advertising Publication

Publication	Date of Publication of 1st Advert (in advance of Public Display)	Date of Publication of 2nd Advert (extension of submission deadline)
Wicklow People	06 September 2023	18 October 2023
Dublin Gazette	07 September 2023	19 October 2023
Wicklow Times	05 September 2023	17 October 2023
Irish Independent	06 September 2023	13 October 2023

- Notification of the public display was placed on the project website (www.n11m11.ie) on 25 August 2023. A further notification was uploaded on 17 October 2023 to notify the public of an extension to the submission period. Copies of these notifications are included in **Appendix A**.
- Individual press releases were issued by Wicklow County Council to advertise the Public Display on 31 August 2023, and again to advertise the extension of the submission deadline on 12 October 2023. Copies of these press releases are included in **Appendix B**.
- The Public Display event was advertised by Wicklow County Council and Dún Laoghaire – Rathdown County Council via their websites and social media platforms on 12 September 2023.
- Letters were issued to any landowners or property owners within the boundaries of the preferred corridor where ownership details were obtainable from the Property Registration Authority.
- Email notification was issued via the project email account to 1,377 parties who had previously engaged with the project team in relation to either the 'N11/M11 Junction 4 to Junction 14 Improvement Scheme' or the 'N11/M11 Bus Priority Interim Scheme'.

- A letter drop was carried out, notifying recipients of the public display of the preferred option, targeting those areas considered most likely to be affected by the N11/M11 BPIS proposals. This included a letter drop within the following areas:
  - La Vallee / Fassaroe
  - Fassaroe Avenue / Kilbride Lane
  - Herbert Road / Dargle Lane
  - Ballywaltrim Lane (Junction 7 area)
  - Kilmacanoge (Junction 8 area)
  - Kilmurray Cottages
  - Moorepark

2.3 Public Display

A public display event was held on Tuesday 12 September 2023 at the Glenview Hotel, Glen of the Downs, Co. Wicklow. The consultation event ran from 12pm to 8pm.

On arrival at the display event, attendees were invited to sign their name and contact details on the sign-in register. Copies of the information brochure were made available for people to take home.

2.4 Public Display Information

2.4.1 Information Boards

Public consultation attendees were initially directed towards a number of information boards which were developed to provide some context and explanation on scheme progress and the options assessment process. This included a summary of the following:

- **Board 1 – Welcome:** The Welcome board clarified that the N11/M11 BPIS and the N11/M11 Junction 4 to Junction 14 Improvement Scheme are separate schemes, with the Public Display focussed on the N11/M11 BPIS only. It also provided a brief overview of the two schemes and their current status.
- **Board 2 – Introduction, Project Overview & Objectives:** Presented an overview of the project and the key objectives of the N11/M11 BPIS.
- **Board 3 - Need for the Scheme:** Outlined European, National, Regional and Local policies supporting the scheme and existing problems identifying the project need. The specific challenges of providing bus priority along the N11/M11 were also highlighted.
- **Board 4 - Project Timeline:** Provided an overview of the Phase 1-7 process and progress on the N11/M11 BPIS to date. This board also provided expected timeframes for the commencement of Phases 3 & 4.
- **Board 5 - Option Selection Process:** Provided an overview of the Phase 2 (Option Selection) process undertaken on the scheme. Stage 1 focussed on the type of bus priority to provide (nearside, offside, median contraflow), while Stage 2 focussed on determining the most appropriate extent of bus priority to provide between Loughlinstown Roundabout and Junction 9 (Glenview).
- **Board 6 - Sub-Scheme B - Further Work:** Provided an overview of the specific challenges and further assessments undertaken within Sub-Scheme B since the previous Public Display (November 2022), following the commitment given to further examine the viability of delivering bus priority in this area.
- **Board 7 - Preferred Option:** Presented a schematic map of the preferred option for the scheme with indicative cross-section diagrams within each of the key sections.

- **Board 8 - Next Steps:** Outlined the next steps for the project, i.e., Phase 3 (Design and Environmental Evaluation).

Furthermore, a subtitled video and voiceover of the scheme was created and played on a loop for the duration of the Public Display event adjacent to the primary information boards. The video summarised the information provided on the display boards.

2.4.2 Preferred Option Interactive Maps

The preferred option boundary was displayed on an interactive map accessible via the project website (www.n11m11.ie) through the 'Interactive Map' tab.

The interactive map presented the boundary of the preferred option and allowed users to zoom in and get a better understanding of where their land / property sits in relation to the preferred option boundary.

2.5 Information Brochure

A colour information brochure was prepared in order to provide a concise overview of the scheme and option development progress to date.

The brochure highlighted the purpose of Phase 2 of the project and provided an overview of:

- Updates to the Preferred Option
- Project Objectives
- Need for the Scheme
- Existing Public Transport Issues
- Project Timeline
- Phase 2 Option Selection Process
- Schematic of the Preferred Option & Cross Sections

The brochure also informed members of the public on the next steps for the project and provided contact details should a member of the public wish to make a submission or speak to an Arup Project Team or Wicklow County Council representative.

A copy of the information brochure is included in **Appendix C.**

2.6 Meeting Booking

Attendees of the event and other members of the general public were free to request a meeting, either in-person or over the phone, with members of Wicklow County Council (WCC), Kildare National Roads Office (KNRO) and the Arup Project Team during the consultation period, which initially concluded on 13 October 2023, and subsequently extended to Friday 03 November 2023. An online meeting booking facility was also made available through the N11/M11 BPIS project website.

2.7 Project Email and Phoneline

The dedicated N11/M11 Scheme email address (n11m11@arup.com) and phoneline (086 790 1803) were advertised on the project website and all display material. Both were used during and after the public display event to answer queries and receive submissions. These channels of communication will remain available to the public through the planning and design phases to enable the ongoing public engagement to continue.

2.8 Project Website

All material displayed during the public display, including the information boards, brochure and interactive maps, was published on the project website (www.n11m11.ie) at the beginning of the in-person event on Tuesday 12 September 2023.

3. Feedback from Public Display

3.1 Attendance

Over the course of the public display event on 12 September 2023, a total of **177 attendees** registered their attendance by signing-in upon arrival at the display event. A small number of people also attended the event without signing the attendance register upon entering the display.

Members from the Arup Design Team, KNRO and WCC were on hand for the duration of the public display to take queries, address concerns and talk attendees through details of the scheme.

3.2 Online Platform Visitors and Views

Over the duration of the consultation period between 12 September 2023 – 03 November 2023, the N11/M11 BPIS website recorded **14,548 views** from **4,638 individual visitors**.

3.3 Consultation Meetings

Following the event, 29 consultation meetings were held with landowners and other interested parties since the public display event. A significant volume of telephone discussions have been fielded by the Arup Land Liaison Officer with other landowners and interested stakeholders.

3.4 Submissions Received

Over the course of the consultation period (12 September – 03 November 2023), a total of **1,152 submissions** were received in response to the information presented on the preferred option. These submissions have been made via a combination of letters, emails (received directly to the project email account and from the N11/M11 BPIS website via the 'Contact Us' form), and phone calls. The general themes and messages contained within these submissions are presented in **Section 4**.

Further to these individual submissions, two petitions have also been received by the project team noting concerns with, and opposition to, some aspects of the preferred option proposals. Details of the petitions are summarised below and copies are included in **Appendix D**.

1. 'Petition to stop the closing of the Herbert Road and Enniskerry road's access to N11'.
   - Petition Signature Count (2653 people)
2. 'Proposed closure of the Herbert Road junction and the placing of traffic lights at the Hills Junction as part of the N11/M11 Bus Priority Interim Scheme'.
   - Petition Signature Count (1853 people)

Details of a public meeting held at the Glenview Hotel on Monday 9 October 2023 in response to the proposed closure of the N11 Herbert Road junction were also submitted to the Project Team. This included a transcript of the meeting accompanied by 109 signed objections.

4. Analysis of Submissions Received

The information presented below provides an overview of the feedback received during the consultation period. Feedback is not presented in order of importance. Furthermore, it is not intended to convey particular personal concerns raised within this report and instead, submissions have been reviewed to establish the principal themes and topics identified therein.

4.1 Areas of Interest

A breakdown of the submissions received shows that 441 submissions provided feedback relating to general aspects of the N11/M11 BPIS such as general impacts on road safety, potential for greater levels of congestion, noise & vibration implications, or impacts on the environment (both positive and negative).

12 submissions provided feedback specific to proposals within Sub-Scheme A (extents between Loughlinstown Roundabout and Junction 6), 929 submissions provided feedback specific to proposals within Sub-Scheme B (extents between Junction 6 and Junction 8), and 13 submissions provided feedback specific to proposals within Sub-Scheme C (extents between Junction 8 and Junction 9).

Further to the above, 62 Submissions noted support for interventions outside of the current extents or scope of the N11/M11 BPIS such as some of the following:

- Extension of bus priority further south to serve areas such as Delgany, Newtownmountkennedy, or Kilpedder;
- Provision of additional park and ride facilities in areas served by the N11/M11 BPIS and beyond;
- Additional access to Bray North; and
- Extension of the Luas and improvements to rail services between Dublin City and Bray.

4.2 General overview of Feedback

All 1,152 submissions received, together with the petitions and meeting transcripts, were reviewed by the Project Team. The key themes raised, presented in order of total number of references across all submissions, are listed in Table 4-1.

Table 4-1 Key issues Raised in Submissions

No	Theme	Number of Submissions
1	Herbert Road Closure	931
2	Existing & Future Congestion	820
3	Changes in Traffic Movement	549
4	Safety Concerns	220
5	Human Beings (Community Impact)	198
6	Junction 7 Signalised Junction	181
7	Enniskerry Junction Closure (Realigned R117)	172
8	Bus Services	252
9	General Support for N11/M1 BPIS	129
10	Air Quality, Climate, CO_2 Emissions	111
11	Emergency Services	102
12	General Environmental Issues	99
= 12	Economic	99
13	Health & Wellbeing	98
14	Impact on Property	96
15	Active Travel	87

No	Theme	Number of Submissions
16	Mainline Bus Priority	69
17	Extent of Scheme	62
18	Other Access Closure (other than Herbert Road / R117)	52
19	Park & Ride	36
20	Construction Stage Impacts	7

Sections 4.2.1 to **4.2.21** provide summaries of the various comments and concerns noted in respect of each of the issues above. It should be noted that several issues listed in Table 4-1 overlap to a degree.

4.2.1 Issue 1: Herbert Road Closure

A large number of submissions were received in response to the proposed closure of the existing N11 Herbert Road Junction, with the vast majority of these submissions objecting to the proposals to permanently close the junction. The most common issues raised in relation to Herbert Road are set out below.

Many submissions referred to the temporary closure of Herbert Road in mid-2023 (to undertake re-surfacing works), which resulted in significant disruption to traffic in the local area and required traffic management intervention from An Garda Síochána to alleviate congestion at peak hours. The submissions cited this temporary closure as evidence that any permanent closure of Herbert Road would generate similar congestion problems. Many submissions also noted that the recent resurfacing of Herbert Road would essentially become redundant should the junction close, highlighting an absence of proper coordination and investment of taxpayer's money.

A significant number of submissions noted the changes in traffic movement that would arise as a result of the proposed Herbert Road Junction closure, raising concerns around the capacity of the local road network within Bray to cater for these additional traffic movements. Submissions noted that the closure of the Herbert Road junction will redirect traffic to the already congested Junction 7 (Bray South) eastern roundabout at Hill's Garage. Many submissions raised concerns that frequent lengthy queuing already occurs at the roundabout from all approaches, which will simply be exacerbated with the addition of traffic as a result of the Herbert Road junction closure. Submissions also noted that the proposed closure of this junction will have a very negative impact in terms of accessibility to Bray and key educational, employment and retail services within the town. A submission also raised specific concerns around how the proposed closure of the Herbert Road junction may adversely impact accessibility to Primary Healthcare facilities in Bray, as well as affecting clinicians travelling to undertake domiciliary work. It was frequently cited that Herbert Road is one of only four accesses into Bray, with the other access points often severely congested, and that the number of access points to Bray should not be reduced by the scheme.

A number of submissions were supportive of the proposal to close the Herbert Road junction, noting that the existing junction is unsafe and that there are too many junctions along this section of the N11/M11. While several submissions acknowledged that the closure of Herbert Road would improve bus priority, others considered that bus priority would not be adversely impacted if the Herbert Road junction was left open.

In this regard, many submissions raised concerns that the scheme is prioritising the throughput of a small number of long-distance buses from locations south of the scheme, whilst imposing restrictions on movements around Bray and failing to address broader transportation deficiencies within the Bray locality and beyond.

Some submissions sought further information related to the transport modelling software, methodology, and the source of traffic data that informed the recommendation to close the N11 Herbert Road junction. Further submissions requested transparency on the alternative options considered before recommending closing the junction, for example, using a bus gate, having a break in bus priority, lowering mainline speeds, or providing an alternate road marking layout with improved signage.

Overall, a high level of opposition to the proposed closure of the N11 Herbert Road junction was evident across a large volume of the submissions received, with many requesting that the proposals be reconsidered.

4.2.2 Issue 2: Existing & Future Congestion

A significant quantity of submissions voiced concerns about the potential increase in congestion due to changes in traffic movements resulting from the scheme proposals, in particular due to the closure of accesses and junctions such as Herbert Road and the R117. Many commuters stated that they rely on Herbert Road to access the N11/M11 and emphasised that there are currently only four accesses onto the N11/M11 from Bray. Submissions requested that accessibility to Bray be improved rather than reduced. Many respondents within Bray consider that the existing congestion and transportation problems in the town have not been appropriately assessed or considered by the N11/M11 BPIS.

A number of submissions referred to the changes in traffic movement and subsequent increase in future congestion should Herbert Road and other junctions be closed. The closure of these junctions will redirect traffic to an already congested Junction 7 roundabout at Hill's Garage. The submissions expressed concern that Junction 7 does not have the capacity to take any additional vehicles, causing major congestion and increasing journey times. The submissions also highlighted that Junction 6, Kilbride Lane, Killarney Lane, Boghall Road and Killarney Road may be negatively impacted by the proposed N11/M11 BPIS in terms of congestion.

Many submissions noted planned housing developments in and around the Bray area, which will add additional strain on the N11/M11 and surrounding junctions. The submissions request assurance that these developments were appropriately considered in the traffic modelling to ensure the proposed design will not negatively impact the traffic situation.

Some submissions noted the existing issues with congestion on the N11/M11 and questioned whether the N11/M11 BPIS proposals are likely to result in a significant improvement to the current levels of congestion experienced by many commuters on a daily basis.

4.2.3 Issue 3: Changes in Traffic Movement

Many submissions discussed the alterations to existing traffic movements that will result from the scheme proposals. Concerns were raised in respect of detours and longer journey times necessary as a result of proposed access/junction closures, together with the diversion of traffic to alternative, often congested, routes. Submissions noted that such changes in traffic movement will affect quality of life, forcing people to spend more time in the car.

It should be noted that there was generally a significant overlap between this theme and Issues 1, 2, 6 and 7, as the majority of submissions citing changes in traffic movement as a concern, did so in the context of the proposed scheme alterations at Herbert Road, the R117 and Junction 7.

One submission did point out that the proposed traffic movements at Junction 8 northbound at the Circle K garage is not clearly depicted in the drawings, leading to ambiguity. Additional clarity was requested on the junction configuration to clearly show how traffic will travel northbound.

A submission queried how learner drivers, who are, by law, not allowed to enter a motorway, will travel between Enniskerry and Bray, given the closure of the N11 Herbert Road junction.

A submission presented alternative proposals for the N11/M11 BPIS that explored the feasibility of establishing a connection from the R117 to Junction 6 via a parallel road adjacent to the N11 mainline, similar to the proposals previously developed as part of the N11/M11 Junction 4 to Junction 14 Improvement Scheme. The submission noted that this would alleviate the need to direct additional traffic towards Bray, which is already experiencing severe congestion.

Submissions queried the potential for roads such as Kilcroney Lane (L1001) or the Cookstown Road (L1020) to become over capacity with drivers seeking a shorter route between Bray and Enniskerry as a result of the proposed closure of the R117 Enniskerry Road junction. Concerns were raised in relation to the existing condition of these roads and their inability to cater for increased volumes of traffic.

Submissions queried if, in future, tools such as Google maps will direct drivers to the new R117 link road or by roads such as those mentioned above.

4.2.4 Issue 4: Safety Concerns

Various submissions expressed safety concerns regarding the absence of hard shoulders to accommodate vehicle breakdowns. A number of submissions expressed safety concerns about the ineffective operation of bus lanes. The submissions stated that vehicles may illegally use the bus priority measures as a 'rat-run' to bypass traffic, which will pose safety concerns and require monitoring. Another submission queried if the current hard shoulder could accommodate bus services.

Concerns have been raised regarding the existing drainage system along the N11/M11 route. Submissions noted that the current road experiences drainage run-off, posing safety concerns related to aquaplaning and skidding when the surface water freezes. Instances of these issues have been specifically noted at Fassaroe, Moorepark, and Quill Road. It was considered that addressing these drainage concerns is pivotal to ensuring the safety and functionality of the proposed scheme, particularly in areas where such issues have been identified.

A number of submissions have specifically noted safety concerns regarding vulnerable road users (cyclists and pedestrians). These submissions inquired how the scheme will accommodate vulnerable users, emphasising the need for dedicated measures to ensure their safety. Additionally, other submissions underlined the existing usage of the N11 hard shoulder by numerous cyclists. Given the proposed replacement of the hard shoulder with bus priority measures, these submissions expressed concerns about the impact on cyclists and questioned the considerations of vulnerable road users within the scheme design.

Safety concerns were also noted in submissions related to the safety of active travel users in proximity to the mainline, particularly in areas like Kilmacanoge Village and along the active travel link to Junction 9. These concerns emphasised the potential risk of buses encroaching onto the kerb, posing a safety hazard for pedestrians and, notably, children who are expected to utilise these active travel routes. The need for thorough consideration and mitigation measures to ensure the safety of vulnerable active travel users has been highlighted in these submissions.

4.2.5 Issue 5: Human Beings (Community Impacts)

Community impacts were raised as a significant concern across a large number of submissions. Many of these concerns related to impacts associated with changes to traffic patterns and trips at a local level, impacting accessibility to community facilities, including educational, health, religious, employment, leisure and retail facilities. Many of these submissions focused on the catchment within Bray considered most impacted by the proposed closure of the N11 Herbert Road junction.

A submission expressed concern that the closure of the N11 Herbert Road junction would impede access to Kilbride Church, potentially leading to a decline in attendance. The submission further highlighted the proximity of Kilbride Church to the N11/M11 verge, indicating that any additional road widening could pose a risk to the church structure.

Numerous submissions highlighted the potential impact on businesses due to changes in traffic movements and road layouts. Submissions requested that consideration be given as to how businesses currently with direct access to the N11/M11, will be accommodated or compensated for potential loss of custom resulting from changes to their existing access arrangements. Additionally, respondents requested that the feasibility of incorporating additional signage for properties and businesses with impacted accesses should be explored.

Several submissions have raised concerns in respect of access to schools in Kilmacanoge, Killarney Road, Bray, St. Killian's, Vevay Road, Main St, and Castle St. Concerns were raised regarding the potential negative impact on journey times due to changes in road layout and the anticipated growth in traffic levels that may lead to safety issues for children commuting to these schools.

4.2.6 Issue 6: Junction 7 Signalisation

The proposal to upgrade Junction 7 (Bray South), by replacing the existing roundabout at Hill's Garage with a signalised junction, was the subject of a large number of submissions. These submissions mainly focused on the existing and future capacity of the Junction 7 Hill's Garage roundabout, noting that the changes in traffic movement resulting from the proposed N11 Herbert Road junction closure will put additional strain on an already congested junction. Some submissions expressed reservations that the proposed signalisation will be sufficient to address the congestion issues experienced at the junction.

A number of related issues that stem from the anticipated increase in congestion were noted across several submissions, including air quality, CO_2 emissions, journey times, safety and accessibility. Concerns were also raised on how vulnerable road users (cyclists and pedestrians) will be catered for through the junction.

Additionally, various submissions requested that active travel facilities be provided to cross the mainline at Junction 7, as the current road cross-section is unattractive for cyclists.

Overall, many submissions on this subject expressed major concerns over the future capacity issues at Junction 7 and the ability of the proposed signalised arrangement to manage this congestion effectively.

4.2.7 Issue 7: Enniskerry Road (R117) / Junction 6 Link Road

Concerns were raised in respect of the proposed closure of the existing R117 Enniskerry Road junction on to the N11. Several submissions commented that the closure of this junction would inhibit access from Enniskerry to Bray and the N11/M11 corridor.

A number of submissions questioned if Junction 6 will have the capacity to cater for the additional traffic from the Realigned R117, particularly given the future housing developments proposed for the Fassaroe area. Some respondents queried whether solutions linking the R117 with either Junction 6 or Junction 7 via roads running parallel with the N11/M11 may be less impactful and cost effective than the current proposals.

Several submissions questioned the visual impact, constructability and engineering feasibility of the proposed the Realigned R117 through a greenfield area of steeply undulating topography, noting the significant changes in elevation through this landscape and the consequent substantial earthworks and retaining walls likely to be required. Submissions questioned whether the proposed link road could be designed to meet current design standards, noting the very steep incline that would be required along the proposed alignment.

One submission noted that the lands traversed by the proposed Realigned R117 have previously been excavated to allow for the construction of water/sewer mains and the works encountered a large volume of large boulders. Another submission stated that these lands may be problematic during construction, citing drainage concerns, and questioned if the potentially poor ground conditions and the subsequent impacts have been assessed.

A number of submissions also noted that the proposals for the realignment of the R117 to Fassaroe have no basis in any adopted county or local development plans. Several submissions also questioned the impact of the proposed link road on existing and future planning applications in the area, noting past difficulties in securing planning in the locality.

Submissions also drew attention to the ecological importance of the area proposed for the realignment of the R117. Concerns were raised that the construction of a new bridge across the Cookstown River could adversely impact natural habitats and protected species. The presence of important local flora and fauna – including Otters, Badgers, Bats, beech trees planted along Fassaroe Avenue, and 120-year-old Montera Pine trees was noted within the locality. Furthermore, concerns were raised regarding potential impacts to existing architectural heritage sites in the area, including Fassaroe Castle, and the potential for archaeology in the area was highlighted.

Some submissions noted that the R117 link road will bring a significant volume of vehicles through an area that is not currently subjected to high traffic volumes. These submissions requested that appropriate studies are conducted to assess the potential noise and vibration pollution as a result of the current proposals.

Although a small number of submissions supported the closure of the existing N11 R117 Junction, overall, many submissions on this subject expressed major concerns over the engineering complexity and environmental impact of the proposed Realigned R117 and requested that the proposals be reconsidered. The submissions noted that these factors will significantly impact the feasibility of the proposed Realigned R117 link road.

4.2.8 Issue 8: Bus Services

Many respondents raised issues around the quality of existing bus services along the N11 corridor. Submissions noted that buses are regularly full when they reach Kilmurray or Kilmacanoge and do not allow additional passengers waiting in these areas to board. Furthermore, it was noted that buses serving the village of Kilmacanoge from Bray are often cancelled or do not show.

Numerous submissions have highlighted a prevailing concern regarding the inadequacy of current bus services, citing inefficiency, unreliability, and long journey times as significant drawbacks. The submissions note that substantial improvements to bus services are required to render the N11/M11 BPIS as a truly valuable project.

Urgent improvements, such as increased frequency, increased services, and the implementation of modern technologies, are essential to address the current shortcomings and effectively complement the bus priority infrastructure being delivered by the scheme. Without a comprehensive overhaul of bus services, the potential impact and success of the scheme may be compromised, emphasising the critical role that improved bus services play in the viability of the N11/M11 BPIS.

Some submissions questioned the level of commuters that have access to a bus service onto the N11/M11, with a small number of these submissions questioning the need for bus priority lanes on the mainline, given the assumed lack of bus facilities using the route. A number of submissions considered that certain aspects of the scheme – primarily the proposed N11 Herbert Road Junction closure – are not warranted given the small number of bus services using the N11/M11.

Several submissions sought further details regarding the anticipated benefits for surrounding communities arising from the implementation of bus priority on the N11/M11. Queries were raised around how bus services currently using junctions marked for closure will be accommodated. Additionally, clarification was sought on the specific advantages that bus priority measures are expected to bring and whether there will be improvements in overall bus services resulting from the N11/M11 BPIS.

A submission requested clarity on the proposed location of bus stops along the N11/M11, highlighting that the existing locations should be retained, and additional stops should be provided where necessary. Another submission also requested that the current bus facilities be improved by providing shelters and improved lighting.

One submission proposed a new bus stop at the junction with Herbert Road to offset the impact of the junction closure. Other submissions queried what will become of the existing bus stops located at the junction between the R117 and the Cookstown Road (Stop 4189 & Stop 4194) in light of the closure of the R117 junction and diversion of bus services via the proposed new link road.

4.2.9 Issue 9: General Support for the N11/M11 BPIS

Several submissions noted support for the scheme, specifically drawing attention to the need for improved public transport infrastructure to reduce car dependency.

A number of supportive submissions also acknowledged that the scheme would necessitate some changes in how vehicles move around the area and that there are too many junctions along the N11/M11 which are unsafe for all road users and contribute to congestion.

Several supportive submissions also noted the need for future bus services to connect with other transport options including DART, Luas etc.

4.2.10 Issue 10: Air Quality, Climate, CO_2 Emissions

While some submissions acknowledged that bus priority and junction closures are required to encourage a modal shift away from private cars and lower CO_2 emissions, concerns were raised regarding the potential alterations in traffic movement and increase in congestion due to junction closures. In particular, several submissions noted the prospect of increased emissions and a decline in air quality resulting from congestion in urban areas.

Various submissions emphasised the necessity of the private car as the only reliable transport option available to them, noting the inadequacy of public transport services to instigate a realistic modal shift towards sustainable modes. Some of these submissions requested further clarity on how improved bus priority will deliver meaningful environmental benefits.

4.2.11 Issue 11: Emergency Services

Some submissions questioned if the proposed closure of existing junctions such as Herbert Road will affect the response time of emergency services within the Bray area.

One submission questioned how emergency services will safely use the shared facilities on Kilmurray Cottages, should there be an emergency in this area.

4.2.12 Issue 12: General Environmental Issues

Several submissions raised environmental concerns that were linked to land acquisition, the removal of trees, the implications of speeding on roads such as Ballywaltrim Lane, journey times, the potential increase of traffic flows, and the potential for increases in noise and air pollution.

Some submissions requested information to justify the environmental costs or benefits of removing trees and shrubs over stetches of verge widening, stating that there is abundant wildlife in the N11/M11 hedgerows. Submissions requested information on how environmental damage will be offset in areas where habitat is being removed, such as, the Beech Trees on Fassaroe Lane, the proposed R117 link, aquatic habitats in the Cookstown River and an area of Kilmacanoge Marsh.

A submission questioned how invasive species, such as Japanese Knotweed, will be managed as part of the scheme proposals.

One submission noted that there may be areas of potential Archaeological, Architectural, and Cultural Heritage importance within, or near, the proposed scheme, which should be appropriately assessed.

A number of submissions highlighted that the proposed Realigned R117 link road is a major intrusion on the natural environment and does not significantly improve the public and active transport facilities to warrant such an intrusion. The submissions noted that the proposed Realigned R117 link road will have a negative impact on visual landscape, biodiversity, soils and geology and hydrology. These submissions specifically highlighted a number of points of environmental interest, including ground water conditions, aquatic habitats, undulating topography, drainage issues and the soil composition of the area. The submissions noted that these factors will significantly impact the feasibility of the proposed Realigned R117 link road.

Other submissions highlighted that congestion related noise is already a significant issue on the N11/M11 and questioned if the proposed road widening will have a negative effect on noise pollution, particularly in areas where hedgerows are being removed. These submissions requested that adequate noise pollution mitigation be provided as part of the scheme.

4.2.13 Issue =12: Economic Issues

Several submissions expressed concerns regarding the economic viability of the N11/M11 BPIS, questioning the rationale behind the expenditure. A common sentiment among these submissions was the belief that the current level of bus usage does not justify the proposed investment. Submissions queried if a cost / benefit analysis had been completed as part of the development of the proposals.

4.2.14 Issue 13: Health & Wellbeing

Many residents raised concerned that the proposed development will have a negative impact to their health and wellbeing. The reasons most frequently cited for this were that the proposed junction closures (e.g. N11 Herbert Road junction and R117 Enniskerry Road junction) will result in changes to traffic movement and require residents to make longer and more circuitous trips through congested areas.

Other submissions raised by residents and business owners commented on the stress of being unsure how the scheme will affect their properties in terms of land acquisition, junction closures, safety concerns, journey times and property value. It was specifically noted that the stresses and frustration linked with the increased traffic and congestion around Bray resulting from the Herbert Road and Enniskerry Road junction closures, will have a negative impact on the mental health and wellbeing of commuters in the area.

4.2.15 Issue 14: Impact on Property

A number of submissions have raised concerns about the potential closure of their property accesses as part of the scheme. Additionally, some submissions highlighted that their properties are directly impacted by the proposed design, prompting inquiries about potential compensation for these impacts.

A further submission questioned whether the progression of the N11/M11 BPIS will allow for the development of areas not directly affected by the scheme. Another submission asked if existing limitations on development lands will be reconsidered by Wicklow County Council considering the proposals for the Realigned R117.

Several submissions have inquired about the maintenance of essential services such as electricity, water, and sewage during the construction works.

4.2.16 Issue 15: Active Travel

A number of responses raised concerns around the continuity, safety, and connectivity of active travel routes within the scheme. Particular safety concerns were raised in areas where the active travel facility is proposed to take the form of a shared street facility, for example, at Ballywaltrim Lane (L5019) and Kilmurray Cottages (L5530).

Submissions have expressed concern around the use of shared street facilities, noting that a road space shared with vehicles may make the route unattractive for cyclists and hence detrimental to the objective of encouraging a shift to sustainable modes of transport. It was noted that Ballywaltrim Lane is currently used as a ‘rat-run’ by motorists to avoid congestion on Killarney Road and is also steeply graded, making it an unattractive option for cyclists. At Kilmurray Cottages (L5530), concerns were raised regarding a new nursing home which is under construction, which may increase the traffic levels on the road and deter cyclists from using the facility.

A small number of submissions also raised concerns regarding potential anti-social behaviour on segregated active travel facilities should lighting not be provided.

Some submissions requested that the active travel facilities be maintained regularly to ensure safe use. These submissions noted that existing facilities often become unsafe when they are not adequately maintained.

The connectivity between the proposed active travel facilities and urban areas was mentioned in various submissions. To ensure a smooth and effective modal shift, this connectivity is crucial. Without carefully considered routes that are easy and comfortable to navigate and access, individuals will not use them. A number of submissions also proposed additional or alternate active travel routes, for example, the inclusion of an active travel link across the N11 at Junction 7 to link western areas with the proposed active travel routes, and active travel routes that link urban areas in the vicinity of the N11/M11 to the proposed routes. A submission also questioned if cyclists travelling northbound towards Junction 9 will actually cross the N11 (via the Junction 9 overbridge) to access the active travel facility. Submissions also noted concerns with a lack of detail in the Public Display drawings relating to the locations where active travel facilities terminate.

At Ballywaltrim lane and at Horkans Garden Centre it was noted that the facilities terminate without any clear indication of what is expected of cyclists/pedestrians who wish to continue on their journey from these points.

Various submissions also raised concerns regarding the apparent lack of space for segregated facilities. The segregated facilities must comfortably accommodate pedestrians and cyclists who are travelling at various speeds. The faster moving cyclists will require adequate space to overtake slower moving cyclists, ensuring the facility is attractive and usable for all cyclists and pedestrians. These submissions also queried if adequate protection will be provided between mainline traffic and the active travel routes.

4.2.17 Issue 16: Mainline Bus Priority

A number of submissions questioned the need for the scheme given the small number of buses currently using the route regularly, with uncertainty around the expected modal shift should bus priority measures be effectively implemented.

Other submissions requested clarity around the precise operation of the bus priority measures, including details of the time of operation and availability of bus lanes for taxi trips.

4.2.18 Issue 17: Extent of Scheme / Alternative Proposals.

Several submissions related to the proposed extent of the scheme. Some of these submissions noted that congestion issues continue south of Junction 9 (Glenview), with multiple northbound long-distance buses encountering congestion prior to Junction 9. These submissions requested that the N11/M11 BPIS be extended to help alleviate congestion experienced by these long-distance buses, which would further encourage a modal shift for long distance commuters. Some of these submissions raised concerns that congestion issues will not be addressed in areas like Delgany, Kilpedder, and in areas further south along the mainline.

Some submissions questioned why certain proposals that were included in the N11/M11 Junction 4 to Junction 14 Improvement Scheme have been excluded from the N11/M11 BPIS, as they appeared to address areas of concern more effectively.

A number of Bray residents voiced their desire for Bray's transport situation to be considered in more detail. Bray experiences significant congestion and the N11/M11 BPIS does not appear to directly address these congestion issues. In this regard, a theme raised across several submissions is that the proposed scheme seeks to improve conditions for bus trips originating outside the scheme extent and study area, at the expense of communities within the immediate study area.

Various submissions expressed the view that a light rail / LUAS / DART project would more effectively resolve transport deficiencies without needing to intervene with junction closures. A rail system would enable a modal shift to sustainable modes and subsequently alleviate congestion on the N11/M11.

Other submissions requested that the upgrade of local and regional roads in the vicinity of the N11/M11 be considered as part of the scheme, given that some of these roads are far below the standard quality, for example, concerns were raised by residents of Moorepark in relation to the proposed connection to Quill Road, noting that the existing condition of Quill Road is poor.

4.2.19 Issue 18: Other Access Closure (other than Herbert Rd / R117)

Various submissions and feedback raised concerns that the closure of Dargle Lane and Moorepark will have a negative impact on residents and business owners.

4.2.20 Issue 19: Park & Ride

A number of submissions requested further information on the number of Park and Ride facilities intended to be provided along the N11/M11 Corridor and requested details of the proposed locations of these facilities.

Various submissions requested that additional parking facilities be developed in areas close to future bus stops to encourage future use. It was noted in some submissions that the provision of additional parking areas will encourage commuters to use buses that use the bus priority measures.

A submission sought clarification if the existing plans for Park and Ride facilities at Fassaroe have been considered in traffic surveys and modelling analysis.

4.2.21 Issue 20: Construction Stage Impacts

A small number of submissions queried how the construction impacts will be managed to ensure traffic disruption is minimised.

4.3 Summary

Following the conclusion of this extensive consultation process, all submissions received have been reviewed by the Project Team and are being considered as the design and assessment of the scheme continues to progress. Any additional constraints identified by the public have been documented as required.

On review of the submissions and issued raised (as described in Sections 4.2.1 to 4.2.21 previously), it is evident that certain aspects of the preferred option presented in September 2023 – particularly the proposed closure of intermediate junctions, changes in traffic movements and environmental impacts – have raised significant concerns for members of the public living in or close to the study area.

At this stage, it is important to note that the Preferred Option presented at the September 2023 Public Display is intended to provide a basis upon which further assessments are undertaken – it does not represent the actual width of the design or footprint of the final scheme. The corridor boundary does not represent a land acquisition or physical scheme boundary, and these will not be developed until Phase 3 (Design and Environmental Evaluation) following further assessments. Both the preferred corridor and the design shown within it remain draft and subject to change.

The N11/M11 BPIS Project Team would like to sincerely thank all members of the public, stakeholders, community groups, businesses, and other interested parties for engaging in the public display event either online or in-person.

5. Recent and Ongoing Work (December 2023 – Present)

Since December 2023, work has been progressing to develop the design emerging preferred option in greater detail and to undertake a thorough environmental evaluation of the scheme. This is typically an iterative process, which has taken consideration of the feedback from the September 2023 Public Display and further information gathered from recently undertaken and ongoing environmental, engineering and traffic assessments.

This recent work has brought several factors to light, which have prompted a comprehensive review of the emerging preferred option displayed in September 2023. As an outcome of this review, it has been decided to revisit certain aspects of the Phase 2 option selection assessments previously undertaken. In doing so, the primary aim is to ensure that all information recently gathered is appropriately considered in the options appraisal process, and that the optimum option to deliver the objectives of the project is identified.

Specifically, the reassessment of options currently being undertaken is focussed on Sub-Scheme B, between Junction 6 (Bray/Fassaroe) and Junction 8 (Kilmacanoge). As part of these options assessments, the Project Team is examining the following options.

Junction 8 (Kilmacanoge) Segregated Service Road (Northbound)

The emerging preferred option presented in the September 2023 Public Display proposed to largely retain the existing N11 mainline layout northbound between Junction 8 (Kilmacanoge) and the access to Glencormick (L1019) and Avoca.

The Project Team is now examining the option of providing a one-way segregated service road, commencing in advance of the Junction 8 northbound diverge and extending through Kilmacanoge Village as far as the access to Glencormick (L1019) and Avoca. This option is being considered as a potential measure to enhance operational safety on the corridor. The design layout being considered for this service road is similar to the recently constructed one-way service road in the southbound direction through Kilmacnaoge, as shown in Figure 5-1.



Figure 5-1 Recently Constructed Service Road (Southbound) at Kilmacanoge

Alternative Options for R117 (Enniskerry Road) Connection to N11/M11 Corridor

The emerging preferred option presented in the September 2023 Public Display proposed the closure of the existing R117 left in – left out junction to the N11 along the northbound carriageway between Junction 7 (Bray South) and Junction 6 (Bray/Fassaroe). To provide a connection from the R117 to the N11/M11 Corridor, the proposals also included a realignment of the R117 northwards through lands at Fassaroe, connecting to Kilbride Lane and the existing southern roundabout at Fassaroe (close to Junction 6), as shown in Figure 5-2.

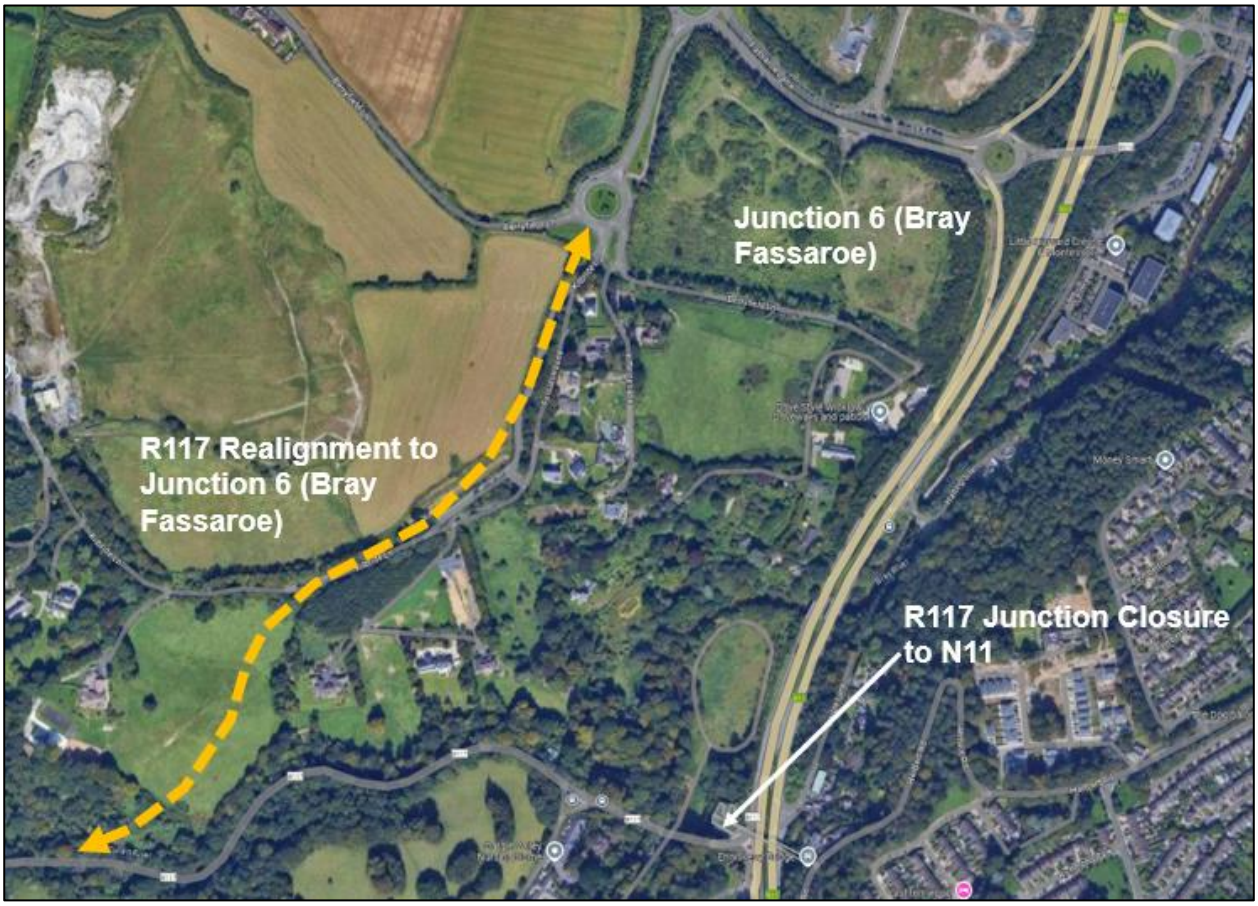


Figure 5-2 R117 Realignment to Junction 6 (September 2023 Preferred Option)

It remains part of the design proposals to close the existing R117 left in – left out junction to the N11, however, the Project Team is now examining two additional options for providing a connection from the R117 to the N11/M11 Corridor. These options consist of the following:

1. Option of a one-way segregated service road (northbound) between Junction 7 (Bray South) and Junction 6 (Bray/Fassaroe). With this option, the R117 would connect to the service road via a left in – left out junction, as shown in Figure 5-3.
2. Option of a two-way realignment of the R117 connecting to the western roundabout at Junction 7 (Bray South), as shown in Figure 5-4.

The revisit of the Phase 2 assessments will determine which of the above options best meets the objectives of the scheme.

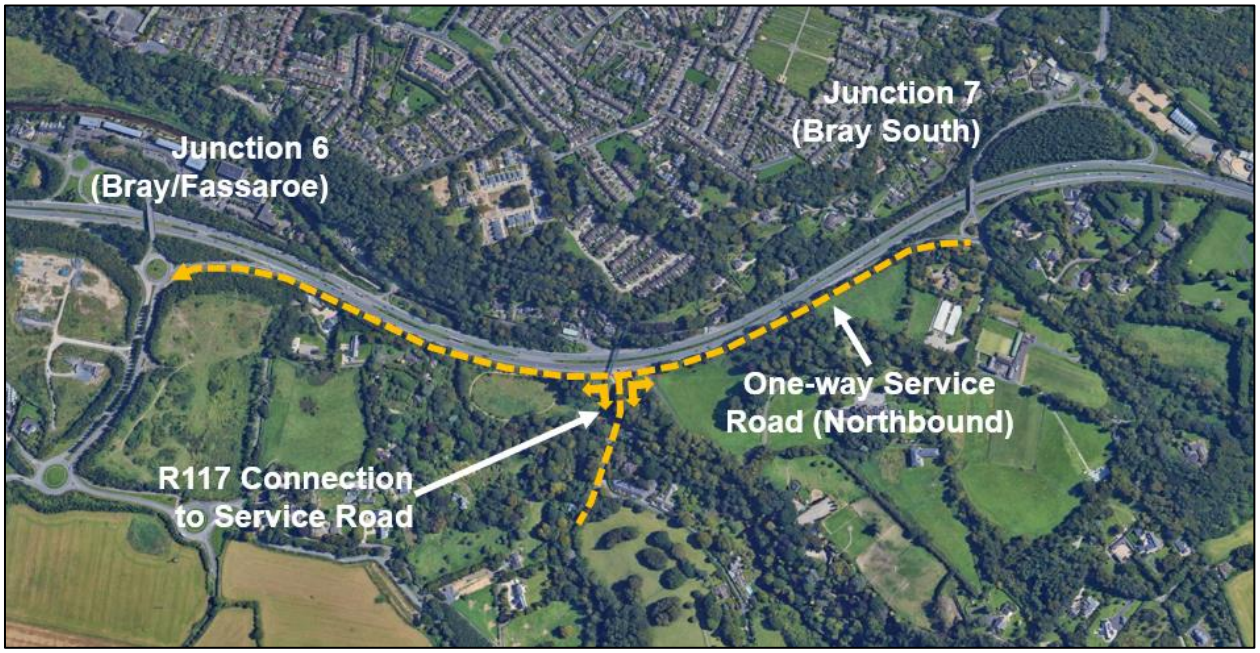


Figure 5-3 One-way Service Road Northbound with Connection to R117 (Alternative Option 1)



Figure 5-4 R117 Realignment to Junction 7 (Alternative Option 2)

Improved Grade Separation Option at Junction 7 (Bray South)

The emerging preferred option presented in the September 2023 Public Display proposed signalising the existing Junction 7 (Bray South) eastern roundabout at Hill's Garage.

The Project Team is now examining the option of providing a more significant improvement to the layout of Junction 7 (Bray South), which includes the possible provision of improved grade separation and new merge and diverge layouts, as shown in Figure 5-5. This option is being assessed as a measure to more effectively alleviate queuing and improve accessibility.

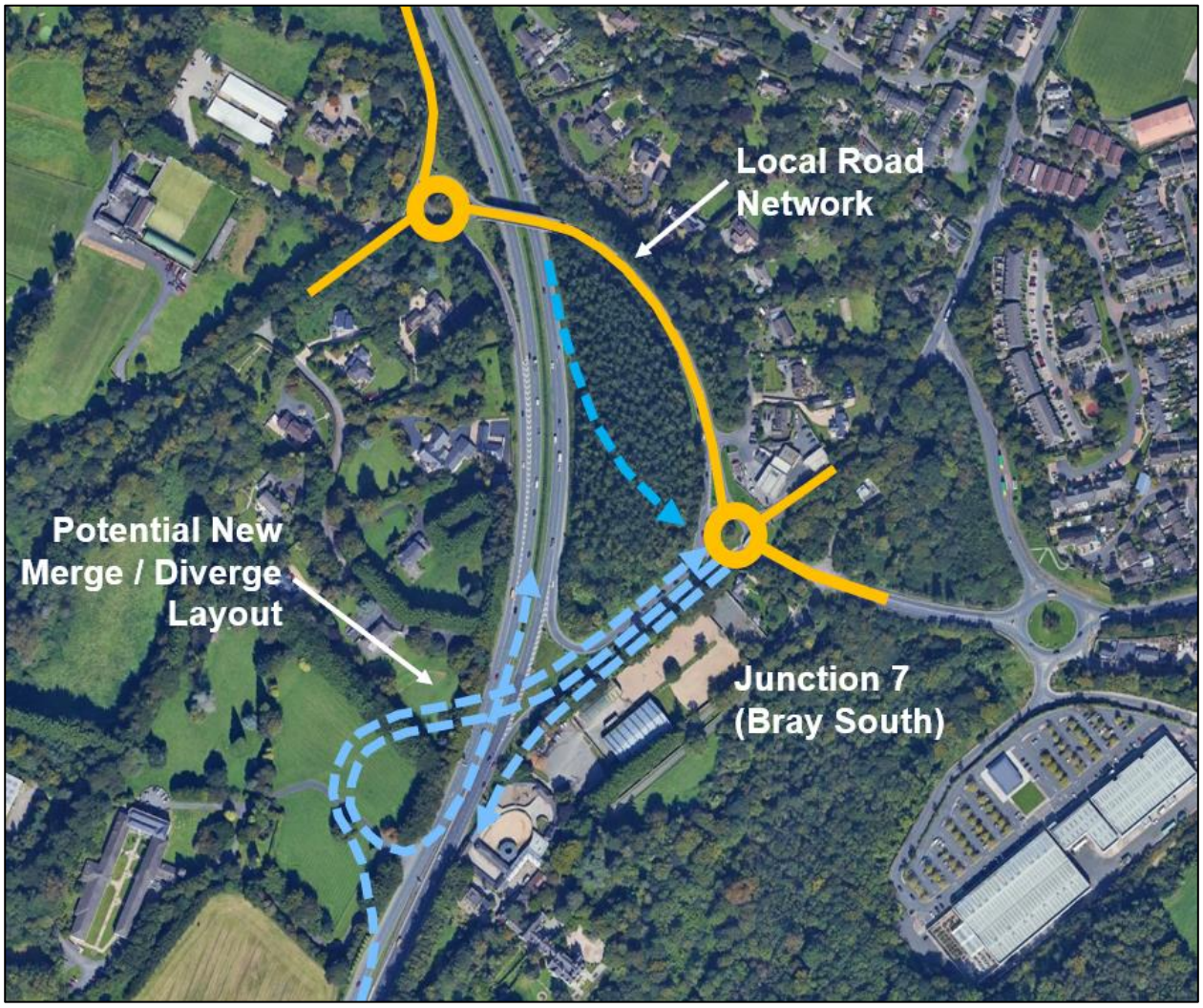


Figure 5-5 Improved Grade Separation Option at Junction 7 (Bray South)

5.1 Next Steps

The revisit of the Phase 2 options assessments will continue to examine the further options described above. Following completion of this revisit of Phase 2, details of any revision to the final preferred option will be published. This process is expected to conclude in Q1 2025.

Appendix A

Public Display Website Bulletin

N11/M11 BUS PRIORITY INTERIM SCHEME

Bulletin no.3

Non-Statutory Public Display of the Preferred Option (Phase 2)

Wicklow County Council, in partnership with Dún Laoghaire-Rathdown County Council, Transport Infrastructure Ireland and the National Transport Authority (NTA) are progressing the N11/M11 Bus Priority Interim Scheme (N11/M11 BPIS).

The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of bus priority measures (in both directions) on the N11/M11 national road. Priority facilities can be used by buses/coaches to avoid congested traffic lanes and help to reduce the current unsustainable dependency on the private car.

The N11/M11 BPIS, developed separately to the N11/M11 Junction 4 to Junction 14 Improvement Scheme, offers a practicable interim solution for implementation in advance of the larger and more comprehensive scheme.

The extent the N11/M11 BPIS covers the section of existing N11/M11 route from Loughlinstown roundabout in Shankill to the north as far as Junction 9 (Glenview) in the south. It is within this 11.6km length of the existing route that the option selection process has examined the viability, type and optimal extent of bus priority to be provided.

Public Display Event

The public, stakeholders and interested parties are invited to attend to view information on the Preferred Option identified for the BPIS scheme, the work undertaken to date and the programme for advancement of the project.

This non-statutory consultation event also provides an opportunity for feedback and observations to be submitted regarding the process and conclusions reached to date, which may inform the further development of the scheme in the next phases.

The public display event will be held in the Glenview Hotel, Glen of the Downs, on Tuesday 12th September 2023 between 12.00 noon and 8.00pm.

Members of the Project Team will be available to provide guidance and to answer questions.

The public display documents will also be available to view on the project website www.n11m11bpis.ie from 12:00 noon on **Tuesday 12th September 2023.**

This public display event follows a previous public display of the preferred BPIS proposals held in November 2022, details of which remain available on the project website (www.n11m11bpis.ie/publications/). At the November 2022 Public Display, the preferred option for the scheme included the provision of bus priority measures along the following sections of the N11/M11 Corridor:

- **Sub-Scheme A Northbound & Southbound** – Loughlinstown Roundabout to Junction 6 (Bray/Fassaroe)
- **Sub-Scheme C Northbound only** – Junction 8 (Kilmacanoge) to Junction 9 (Glenview)

N11/M11 Bus Priority Interim Scheme
Preferred Option Update

Public Display
September 2023

At the November 2022 display, it was noted that the successful delivery of bus priority with Sub-Scheme B (Junction 6 to Junction 8) presented a number of location specific challenges and constraints. The Project Team gave a commitment to further examining the viability of delivering bus priority within Sub-Scheme B to identify the optimum solution to meet the project objectives.

Following further analysis and input from project stakeholders, a preferred option for the provision of bus priority measures within Sub-Scheme B has now been identified.

The upcoming Public Display on Tuesday 12th September 2023 will present the overall preferred option for the BPIS within Sub-Schemes A, B and C.

Following the Public Display, submissions will be accepted via the online feedback form available on the project website www.n11m11bpis.ie or by email to n11m11@arup.com or by post addressed to N11/M11 Bus Priority Interim Scheme, Transportation Department, Wicklow County Council, County Buildings, Whitegates, Wicklow Town, A67 FW96. Submissions will be accepted from **Tuesday 12th September 2023** and must be received **on or before Friday 13th October 2023**.

Wicklow County Council values the opinion of the community on this project and welcomes feedback and submissions from the public and interested parties. The knowledge gained from the engagement will be considered by the project team as part of the next stages of the development of the scheme.

Appendix B

Press Releases

[redacted]

From: [redacted]
Sent: Thursday 31 August 2023 12:33
Subject: N11/M11 BUS PRIORITY INTERIM SCHEME UPDATE

WICKLOW COUNTY COUNCIL

Press Release 31st August 2023

N11/M11 BUS PRIORITY INTERIM SCHEME

Bulletin No 3
Non-Statutory Public Display of the Preferred Option (Phase 2)

Wicklow County Council, in partnership with Dún Laoghaire-Rathdown County Council, Transport Infrastructure Ireland and the National Transport Authority (NTA) are progressing the N11/M11 Bus Priority Interim Scheme

The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of bus priority measures (in both directions) on the N11/M11 national road. Priority facilities can be used by buses/coaches to avoid congested traffic lanes and help to reduce the current unsustainable dependency on the private car.

The N11/M11 BPIS, developed separately to the N11/M11 Junction 4 to Junction 14 Improvement Scheme, offers a practicable interim solution for implementation in advance of the larger and more comprehensive scheme.

The extent the N11/M11 BPIS covers the section of existing N11/M11 route from Loughlinstown roundabout in Shankill to the north as far as Junction 9 (Glenview) in the south. It is within this 11.6km length of the existing route that the option selection process has examined the viability, type and optimal extent of bus priority to be provided.

Public Display Event

The public, stakeholders and interested parties are invited to attend to view information on the Preferred Option identified for the BPIS scheme, the work undertaken to date and the programme for advancement of the project.

This non-statutory consultation event also provides an opportunity for feedback and observations to be submitted regarding the process and conclusions reached to date, which may inform the further development of the scheme in the next phases.

The public display event will be held in the Glenview Hotel, Glen of the Downs, on Tuesday, 12th September 2023 between 12.00 noon and 8.00pm.

Members of the Project Team will be available to provide guidance and to answer questions.

The public display documents will also be available to view on the project website www.n11m11bpis.ie from 12:00 noon on Tuesday 12th September 2023.

This public display event follows a previous public display of the preferred BPIS proposals held in November 2022, details of which remain available on the project website (www.n11m11bpis.ie/publications/).

At the November 2022 Public Display, the preferred option for the scheme included the provision of bus priority measures along the following sections of the N11/M11 Corridor:

- Sub-Scheme A Northbound & Southbound – Loughlinstown Roundabout to Junction 6 (Bray/Fassaroe)
- Sub-Scheme C Northbound only – Junction 8 (Kilmacanoge) to Junction 9 (Glenview)

At the November 2022 display, it was noted that the successful delivery of bus priority with Sub-Scheme B (Junction 6 to Junction 8) presented a number of location specific challenges and constraints. The Project Team gave a commitment to further examining the viability of delivering bus priority within Sub-Scheme B to identify the optimum solution to meet the project objectives.

Following further analysis and input from project stakeholders, a preferred option for the provision of bus priority measures within Sub-Scheme B has now been identified.

The upcoming Public Display on Tuesday 12th September 2023 will present the overall preferred option for the BPIS within Sub-Schemes A, B and C.

Following the Public Display, submissions will be accepted via the online feedback form available on the project website www.n11m11bpis.ie or by email to n11m11@arup.com or by post addressed to N11/M11 Bus Priority Interim Scheme, Transportation Department, Wicklow County Council, County Buildings, Whitegates, Wicklow Town, A67 FW96. Submissions will be accepted from Tuesday, 12th September 2023 and must be received on or before Friday, 13th October 2023.

Cathaoirleach of Wicklow County Council, Cllr Aoife Flynn Kennedy, stated: *"Wicklow County Council values the opinion of the community on this project and welcomes feedback and submissions from the public and interested parties."*

Chief Executive, Emer O'Gorman, added: *"The knowledge gained from the engagement will be considered by the project team as part of the next stages of the development of the scheme."*

Ends

[redacted]

[redacted]

From: [redacted]
Sent: Thursday 12 October 2023 15:56
To: [redacted]
Subject: N11/M11 BUS PRIORITY INTERIM SCHEME - EXTENSION OF SUBMISSION DEADLINE

WICKLOW COUNTY COUNCIL

Press Release 12st October 2023

N11/M11 BUS PRIORITY INTERIM SCHEME
Bulletin No 4
Non-Statutory Public Display of the Preferred Option (Phase 2)

EXTENSION OF SUBMISSION DEADLINE

Wicklow County Council welcomes the public's ongoing and thorough engagement on the public display of the preferred option for the N11/M11 Bus Priority Interim Scheme. In response to recent requests from the public, Wicklow County Council have decided to extend the public display consultation period by an additional three weeks.

Submissions will now be accepted up to Friday 3rd November 2023.

Submissions will be accepted via the online feedback form available on the project website www.n11m11bpis.ie or by email to n11m11@arup.com or by post addressed to N11/M11 Bus Priority Interim Scheme, Transportation Department, Wicklow County Council, County Buildings, Whitegates, Wicklow Town, A67 FW96.

Wicklow County Council values the opinion of the community on this project and welcomes feedback and submissions from the public and interested parties. The knowledge gained from the engagement will be considered by the project team as part of the next stages of the development of the scheme.

Ends

[redacted]

Appendix C

Information Brochure

N11/M11 Bus Priority Interim Scheme
Preferred Option Update

N11/ M11

Public Display
September 2023

Introduction

Wicklow County Council, in partnership with Dún Laoghaire-Rathdown County Council, Transport Infrastructure Ireland and the National Transport Authority (NTA) are progressing the N11/M11 Bus Priority Interim Scheme (N11/M11 BPIS).



The overriding objective of the N11/M11 BPIS is to develop a proposal for the provision of bus priority measures on the N11/M11 national road. Priority facilities can be used by buses/coaches to avoid congested traffic lanes and help to reduce the current unsustainable dependency on the private car.

The N11/M11 BPIS, developed separately to the N11/M11 Junction 4 to Junction 14 Improvement Scheme offers a practicable interim solution for implementation in advance of the larger and more comprehensive scheme.

Following the completion of an Engineering Feasibility Study during Phase 1, the project was progressed to Phase 2 in 2021. During this phase, a number of options have been developed to determine the optimum extent of bus priority which can be practically delivered over the extent of the scheme. These options have been subject to a detailed appraisal of their potential impacts and their relative success in achieving the project objectives. Following this process, a Preferred Option for the scheme has been identified.

Project Overview

As shown on the map, the extent of the N11/M11 BPIS covers the section of existing N11/M11 route from Loughlinstown roundabout in Shankill to the north as far as Junction 9 (Glenview) in the south. It is within this 11.6km length of the existing route that the option selection process has examined the viability, type and optimal extent of bus priority to be provided.

Project Objectives

The overall ambition of the N11/M11 BPIS is to achieve a number of specific objectives which have been precisely defined in accordance with the TII Project Appraisal Guidelines and the Common Appraisal Framework (CAF)*, published by the Department of Transport. The project objectives for the N11/M11 BPIS are presented below.

Provide the infrastructure to increase the people carrying capacity of the N11/M11 between Loughlinstown Roundabout and Junction 9 (Glenview).

Deliver a practicable interim transport solution capable of delivering benefits required in the short/medium term.

Generate positive economic benefits to public transport users by:
- Reducing bus journey times
- Improving bus journey time reliability

To provide for more sustainable transport solutions on the N11/M11 corridor, supporting a balance of alternative modes and enabling a reduction in private car dependency and reducing the carbon intensity of travel.

To deliver bus priority measures which are clearly delineated and understood by general road users and bus drivers in the environment of an inter-urban route.

Ensure bus priority can be delivered without adversely impacting on the safety of all road users.



To increase bus patronage along the N11/M11 corridor and enable sustainable travel to provide a faster and more reliable choice.

To support improved access to the Greater Dublin Area for public transport users along the N11/M11 corridor.

To provide a facility that allows for the delivery of an attractive alternative mode of transport for communities which supports the creation of a healthier urban environment for active travel, through congestion relief.

To deliver a practicable interim transport solution which does not introduce significant constraint on the subsequent development of the N11/M11 Junction 4 to Junction 14 Improvement scheme.

To support integration of road-based transport with other transport modes.

To complement wider government transport policy.

*The Transport Appraisal Framework (TAF) was published by the Department of Transport in June 2023 and replaces the Common Appraisal Framework for Transport Projects and Programmes. The requirements of the revised TAF guidance will be applied as the N11/M11 BPIS Project moves forward to the next phases.

Need for the Scheme?

The Need for the Scheme is defined both in terms of the existing operational deficiencies on the network and the alignment of the project with transport development policy at a European, national, regional and local level.

National

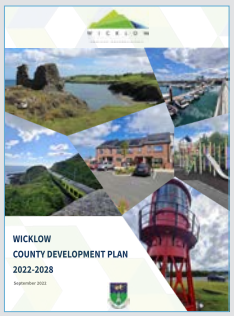




Regional



Local



The National Development Plan (NDP) 2021-2030 identifies the protection and renewal of the national road network as a key sectoral priority. The NDP notes that:

"Investment will continue in new inter-urban roads, having regard to the potential for carrying public transport services and better integrating public transport and active travel networks on the approaches to urban areas".

The NTA's Greater Dublin Area Transport Strategy 2022 – 2042 will drive the investment and delivery of a transport network which is consistent with planning policies and sustainability objectives. The Strategy identifies the N11/M11 as a Regional Bus Corridor, noting that:

"a degree of bus priority will be sought on the national routes where traffic congestion does or could cause delays to bus/coach services, including the approaches to the M50 and the built-up area of the city".

Existing Public Transport Issues

Traffic Volumes

The existing N11/M11 was not designed to accommodate the traffic volumes it experiences today and is heavily congested and inefficient. The significant congestion stymies the intended function of the N11/M11 as an efficient transport corridor. In the absence of any bus priority facilities, bus services must also negotiate the heavy congestion and are subject to the unreliability of journey time – all of which fosters an unsustainable dependency on the private car.

Vulnerable Road Users

The provision of bus priority measures on the N11 Dual Carriageway needs to consider the safety of vulnerable road users (pedestrians and cyclists), who are currently forced to use the hard shoulder in the absence of alternative facilities.

Mode Choice Constrained

The integration of the existing N11/M11 road with other transport modes is highly inadequate. Mode choice is constrained by limited accessibility to the rail corridor and an absence of park and ride capacity. Within this southeastern corridor of the GDA, public transport mode share for all trip purposes is only 11%.

Unreliability of Public Transport

A 2018 commuter survey undertaken by Wicklow County Council indicated that 68% of Wicklow commuters drive to work, with only 4% of commuters choosing to travel by bus. Respondents cited the unreliability of public transport as the main reason for choosing the car as the primary means of transport.

Project Timeline



2021 — **Phase 1** Concept and Feasibility
- Feasibility Study

In Phase 1, transport issues were identified, the need for the project was established and project objectives were developed.

2021/2022 — **Phase 2** Options Selection
- Constraints Study

Phase 2
- Stage 1 Preliminary Options Assesment (refer to Board 5 for more details)

Phase 2
- Stage 2 Project Appraisal Matrix (refer to Board 5 for more details)

November 2022 — **Phase 2**
- Public Display Preferred Option (Sub-Scheme A & C)

September 2023 — **Phase 2**
- Preferred Option Update (Sub-Scheme A, B & C)

You Are Here

October 2023 — **Phase 2**
- Preferred Option

2023/2024 — **Phase 3**
- Design & Environmental Evaluation

Q2 2024 — **Phase 4**
- Statutory Processes

Phase 5
- Enabling & Procurement

Phase 6
- Construction & Implementation

Phase 7
- Close out & Review

Phase 5, Enabling and Procurement, Phase 6, Construction and Implementation and Phase 7, Close out and Review, are not included in the current commission.

Completed
Current
Future

Phase 2 Option Selection Process

Stage 1 - Appraisal

The Stage 1 Appraisal focussed on the various cross-sectional arrangements for providing bus priority on the carriageway. Of the 3 options assessed, Nearside Bus Priority was identified as the preferred option to take forward to Stage 2 Appraisal.

Option 1 – Nearside Bus Priority was identified as the preferred option to take forward to the Stage 2 Appraisal



Stage 2- Appraisal

The Stage 2 Appraisal focussed on determining the optimum extent of bus priority which can be delivered between Loughlinstown Roundabout and Junction 9 (Glenview) which best meets the scheme objectives. For assessment purposes, the overall scheme extent was split into three Sub-Schemes (A, B & C), as follows:



NOTE: The Sub-Scheme splits were chosen to reflect the fact that certain sections of the existing N11/ M11 are more suitable and readily amenable to bus priority provision than other sections (for example, Sub-Scheme A is all motorway, but Sub-Schemes B & C include many minor accesses, permit pedestrians/ cyclists and the standard of geometry is poor). As such, the costs, benefits, engineering complexity and safety implications of providing bus priority differ across the sub-schemes.

Stage 3 -Preferred Option

A Preferred Option for the scheme has been identified comprising the best performing sub-schemes in the Stage 2 Appraisal



Preferred Option

The map below presents a schematic layout of the Preferred Option, indicating the sections of the N11/M11 route where bus priority and active travel facilities are currently proposed. A more detailed layout of the specific proposals is presented on the scheme drawings at the public display and also on our project website.



Loughlinstown Roundabout to Junction 5 (Bray North)

Hard shoulder bus priority measures to be provided in both the northbound and southbound directions



Junction 5 (Bray North) to Junction 6 (Bray/Fassaroe)

Hard shoulder bus priority measures to be provided in both the northbound and southbound directions



Junction 6 (Bray/Fassaroe) to Junction 7 (Bray South)

Hard shoulder bus priority measures to be provided in both the northbound and southbound directions. Offline 2-way active Travel facility to be provided.



Junction 7 (Bray South) to Junction 8 (Kilmacanoge)

Hard shoulder bus priority measures to be provided in the northbound direction. Existing parallel lane remain on southbound direction. Offline active travel facility to be provided by Wicklow County Council.



Junction 8 (Kilmacanoge) to Junction 9 (Glenview)

Hard shoulder bus priority measures to be provided in the northbound direction only. Offline 2-way active Travel facility to be provided.

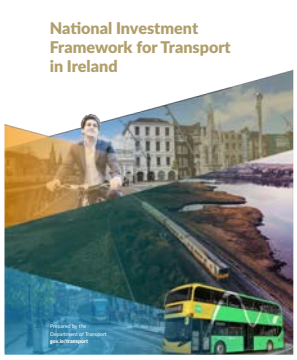


Next Steps…

Following this public display, the Phase 2 (Option Selection) process will be finalised, culminating in the publication of the Preferred Option and Option Selection Report at the conclusion of ths phase. The Option Selection Report contains all of the supporting detail behind each step in the analysis during Phase 2, documenting both the assessments undertaken and the decisions made.

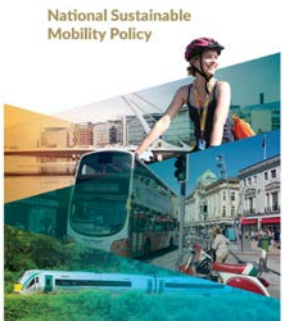
Once completed, the Option Selection Report will be published in full on the project website n11m11bpis.ie

Subject to the receipt of the necessary approvals and funding, the project will then proceed to the next phase of the planning and design process, i.e. Phase 3 (Design & Environmental Evaluation).



“ The right transport investment promotes positive social and economic outcomes for all ”

National Investment Framework for Transport in Ireland



“ Ireland’s Sustainable Mobility Policy will make it easier for you to walk, cycle and use public transport daily ”

National Sustainable Mobility Policy - Department of Transport

Additional Information & Contact Details

Additional information in relation to overall progress, current news items and project reports can be found on the N11/M11 website.

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Project Liaison Office
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Post Address:
N11/M11 Bus Priority
Interim Scheme
Wicklow County Council
County Buildings
Whitegates
Wicklow Town
A67 FW96

Appendix D

Petitions Received

D.1 Petition to stop the closing of the Herbert Road and Enniskerry road's access to N11

Petition to stop the closing of the Herbert and Enniskerry road's access to N11

Petition URL: https://www.change.org/p/green-party-and-wicklow-coco-closing-the-herbert-and-enniskerry-exits-bh11

Petition Signature Count: **(2653 people)**

Created by: [redacted]

Petition Details:

Through the N11/M11 Bus Priority Interim Scheme' (N11/M11 BPIS), unless we stop them, The interim bus corridors scheme will close the Herbert Road access to the N11. When this happens and since no viable alternative has been given (current plan is to provide an active transport facility (a cycle lane!) to Bray south), due to this a huge amount of additional pressure will be put on the towns infrastructure, all traffic from the Herbert road will need to go through the centre further increasing choke points in the town. Bray's traffic is already at breaking point and with more houses been built and the population increasing, we need proper investment rather than additional restrictions being placed on traffic entering and leaving the town. This petition is tell Stephen Mathews, Bray's Green Party TD, who controls the department of transport, The Wicklow County Council and Arup that we cannot accept a plan that makes traffic in Bray Town significantly worse.

The Bray People will not and cannot accept this current proposal as it will have a seriously negative impact on Bray town.

Please see attached the names of all of the people that have signed this petition since this idea was first talked about back in 2019.

D.2 Proposed closure of the Herbert Road junction and the placing of traffic lights at the Hills Junction as part of the N11/M11 Bus Priority Interim Scheme

N11/M11 Bus Priority Interim Scheme
Wicklow County Council
County Buildings
Whitegates
Wicklow Town
Co. Wicklow

A chara,

I am writhing in relation to the proposed closure of the Herbert Road junction and the placing of traffic lights at the Hills Junction as part of the N11/M11 Bus Priority Interim Scheme.

As a public representative and a local resident, I wish to strongly oppose the closure of the Herbert Rd junction to the N11 and the removal of the roundabout at Hills of Bray and the installation of traffic lights.

I have also included the signatures of 1853 people who signed a petition also opposing the proposal.

There are only four entrances into Bray from the N11. To close one of these vital entrances is to limit access by 25%. Motorists will be forced towards the other entrances, which are already stretched to the limit at the best of times, never mind during rush hour. The proposal to close the junction will result in bedlam for motorists attempting to enter and exit Bray. There will be lengthy ques on the N11 as motorists are forced to wait for lengthy periods to enter the town.

Last year when the junction was closed for a number of weeks to facilitate the construction of the pedestrian crossing on the Herbert Road, it led to serious traffic problems throughout the area.

Currently there are lengthy ques on the N11 at Bray South which is the Hills roundabout junction, and the closure of the Herbert Road junction will compound the difficulties faced by motorists if this busy junction is signalised, this will lead to bigger problems with cars being backed up along the N11, within the bus corridor that is being proposed.

The Hills roundabout is already extremely busy at the best of times. The addition of plans to introduce traffic lights will result in gridlock. Which will have a knock-on effect in areas rights across the town of Bray, and on the N11. It is very evident to see at various times of the day the tailbacks along the Southern Cross Road and the Killarney Road, and traffic lights will result in even longer tailbacks.

Whilst I fully support the development of a bus priority scheme it must be done in a way that doesn't have a negative impact on everyone that lives, works or is visiting Bray