

Post Public Consultation Report

Bus Route W6 – Hazelhatch Road (R405) on approach to
Grand Canal Bridge Scheme

National Transport Authority

Project number: 60667433_3016

October 2023

Quality information

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1. Introduction

Overview

AECOM on behalf of the National Transport Authority (NTA), and in conjunction with South Dublin County Council (SDCC) have prepared a Post Public Consultation Report for 'Hazelhatch scheme'.

A non-statutory public consultation was carried out for the proposed traffic and road safety works on the Hazelhatch Road (R405) to facilitate two-way bus movements either side of the signalised shuttle over the Hazelhatch Bridge.

The objective is to alleviate an existing pinch point in order to facilitate the BusConnects Orbital Route W6. A route test undertaken by the NTA confirmed that Hazelhatch Road would not be suitable for regular two-way bus services in its current format. The findings of the test found that the current carriageway cross section does not safely facilitate two-way bus movements at the existing stop line either side of the existing signalised shuttle across Hazelhatch Bridge.

The proposal is to extend the existing signalised shuttle, to facilitate new stop line locations where the carriageway cross section is sufficient width to safely facilitate passing buses. The scheme also includes pedestrian improvements include a new footpath and a new controlled pedestrian crossing.

The scheme is being prepared in accordance with Section 38 of the Road Traffic Act 1994. Traffic calming and minor road improvements are referred to as a 'Section 38' development. This is reference to in the Road Traffic Act, 1994 (as amended) which sets out the procedure for carrying out such developments. A road authority may, in the interest of the safety and convenience of road users, provide such traffic calming measures including footpath and cycle track improvements as they consider desirable in respect of public roads in their charge.

Scheme Description

The scheme encompasses a 400m stretch of Hazelhatch Road containing an existing signalised shuttle, approximately 74m in length which goes over the Grand Canal / Hazelhatch Bridge. The Hazelhatch Road (R405) is a regional road that connects Celbridge, Co. Kildare to the north and Newcastle, Co. Dublin to the south as shown in Figure 1. The study area for the scheme is shown in Figure 2.



Figure 1: Site Location (Source: Bing Maps)

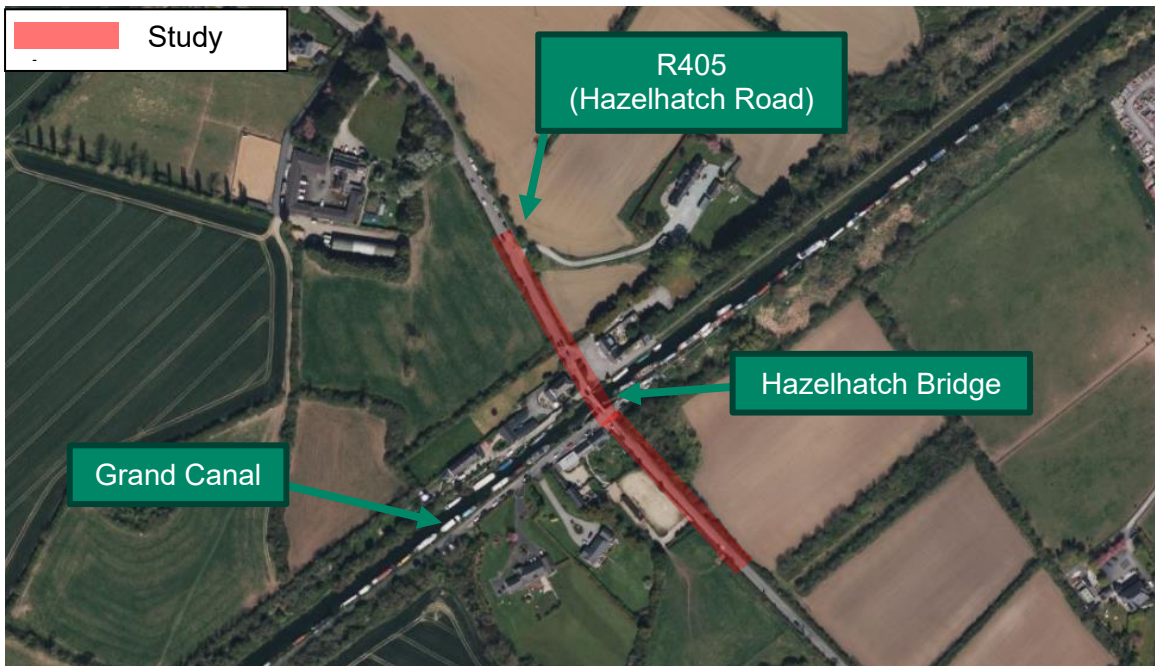


Figure 2: Study Area (Source: Bing Maps)

Need for the Scheme

Hazelhatch Road (R405) has been identified in the BusConnects Network Redesign to facilitate the W6 Service, Maynooth – Celbridge – Citywest – Tallaght (W6 route outlined in blue, and location of the shuttle highlighted in Figure 3 below).

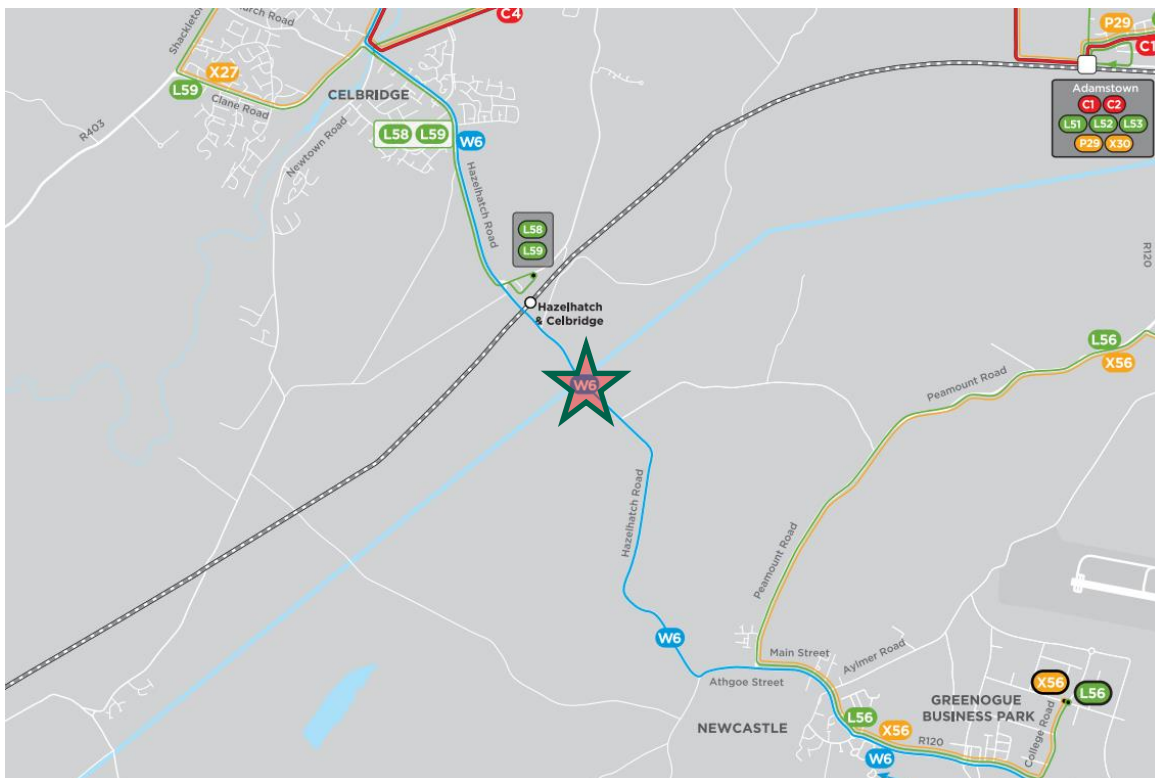


Figure 3: W6 Bus Service Route and Hazelhatch Shuttle Location (Source: BusConnects Local Area Maps)

A route test undertaken by the NTA confirmed that Hazelhatch Road would not be suitable for regular two-way bus services in its current format. It found that the current carriageway cross section does not safely facilitate two-way bus movements either side of the existing shuttle, at the existing stop line locations.

Scheme Objectives

The objectives of the proposed scheme are:

- Alleviating an existing pinch point on the proposed BusConnects network by delivering an appropriate solution that is time and cost efficient.
- Enhanced safety for all road users;
- Enabling more public transport in rural areas, recognising full build active travel would not be an appropriate intervention;
- Applying modern design standards to this car dominated carriageway to provide a road cross section of sufficient width to facilitate a new bus route;
- Increased connectivity for those living in the surrounding rural area, providing a vital link to urban centres;
- Provide high quality infrastructure that is sensitive to the more rural surroundings; and
- Maintain the Grand Canal / Hazelhatch Bridge given it is a protected structure.

2. Policy Context and Design Standards

Policy

The scheme is strongly supported by policy at all levels (i.e., European, National, Regional and Local), as well as in multiple policy areas. While the scheme aligns most with policy aimed at reducing emissions, improving safety, and encouraging a modal shift towards public transport, the project also provides an opportunity to address a wider range of policy objectives. This section provides a brief overview of this policy context and highlights how the scheme could make a positive impact in many policy areas.

Table 2-1 Relevant Policy at Different Levels

Policy level	Policy
European	<ul style="list-style-type: none"> - European Green Deal. - RISM (Road Infrastructure Safety Management) Directive.
National	<ul style="list-style-type: none"> - Climate Action Plan 2023 - National Investment Framework for Transport in Ireland (NIFTI) - The National Sustainable Mobility Policy (2022) - Project Ireland 2040: National Planning Framework - National Development Plan 2021-2030 - National Physical Activity Plan - Government Road Safety Strategy 2021-2030 - Common Appraisal Framework
Regional	<ul style="list-style-type: none"> - Regional Spatial and Economic Strategy for the Eastern and Midland Region, 2019-2031 - Transport Strategy for the Greater Dublin Area 2022-2042 - Dublin Metropolitan Area Strategic Plan (MASP)
Local	<ul style="list-style-type: none"> - South Dublin County Development Plan 2022-2028

South Dublin County Development Plan 2022-2028

The South Dublin County Development Plan 2022-2028 came into effect in June 2022. This policy has been developed to set out a strategy for the planning and sustainable development of the county. Many objectives within the Sustainable Movement chapter are clearly aligned with the scheme, as shown below.

Table 2-2 Alignment with South Dublin County Council Development Plan 2022 – 2028

No.	Action
SM1 OBJ1	- To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car / Van / HGV / Motorcycle).
SM1 OBJ3	- To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES / MASP.
SM3 OBJ4	- To optimise accessibility to public transport, increase catchment and maximise permeability through the creation of new and upgrading of existing walking and cycling routes linking to public transport stops.
SM3 OBJ10	- To work with the relevant transport agencies to ensure that all public transport proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.

No.	Action
SM3 OBJ12	To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

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;
- BusConnects Preliminary Design Guidance Booklet (BCPDGB);
- TII Publication - DN-GEO-03031 'Rural Road Link Design'; and
- Guidance on the use of Tactile Paving.

3. Proposed Scheme

This section of the report will provide an overview of the preliminary design for different sections of the preliminary design. For the purpose of describing the design, the scheme has been split into three sections:

- Northern Approach to Hazelhatch Bridge;
- Hazelhatch Bridge;
- Southern Approach to Hazelhatch Bridge.

Overview

The proposals consist of extending the signalised shuttle, the existing shuttle is 74m and the proposed scheme will result in the shuttle being an overall length of 208m, from the northern to the southern stop line, which is an increase of 134m. The northern and southern stop lines are to be relocated 46m north and 88m south, respectively, of their current locations. The location of the stop lines was determined by the requirement for a 6m wide carriageway as this ensures that two buses can safely pass each other.

The scheme will include the following:

- Relocation of existing stop lines;
- Relocation of road signage;
- Proposed new traffic signals;
- Proposed new road markings;
- Proposed new pedestrian footpath;
- Proposed new pedestrian crossing.

The following subsections should be read in conjunction with the General Arrangement drawing included within Appendix B of this report.

Northern Approach to Hazelhatch Bridge

The preliminary design for the northern approach to the Hazelhatch Bridge is shown in Figure 5 below.

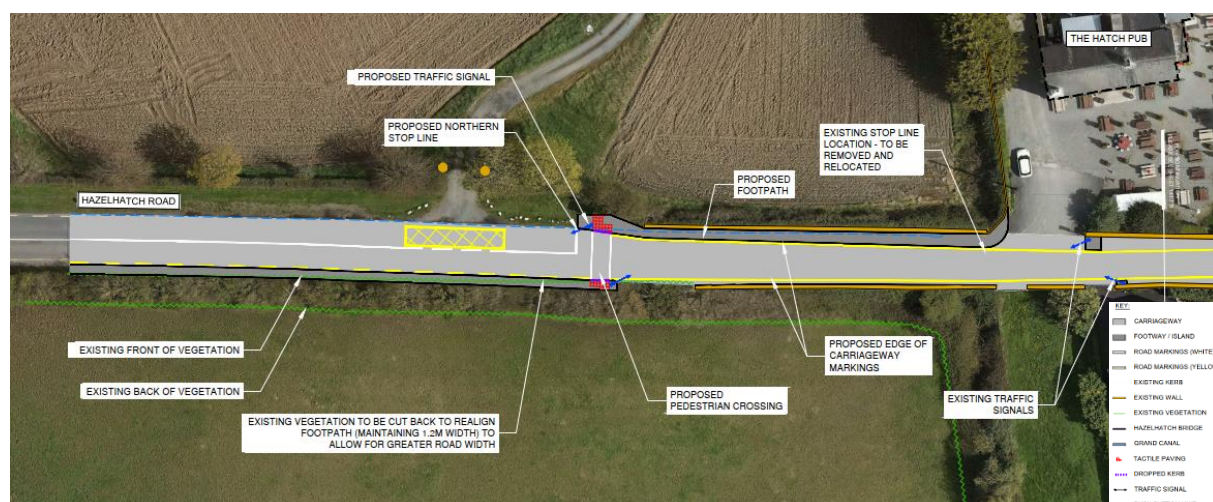


Figure 5: Preliminary design northern approach to bridge

The existing northerly stop line is to be relocated approximately 46m north of the existing location where opportunity exists to create a 6m road width. New traffic signals are proposed

at this location. This location was chosen for the new stop line as it is the nearest location to the existing stop line where there appears to be sufficient width for two-way bus movements, where one bus is stationary at the stop line, and another is travelling through the shuttle and will need to pass the stationary bus.

The existing boundary wall is to be retained as indicated in the drawing above. The existing footpath on the western side of the carriageway is to be retained, with vegetation to be trimmed back where it has overgrown, to expose the true footpath width and ensure any road signage is unobstructed. The image below (see Figure 6) highlights how the overgrown vegetation is obstructing the road signage. The existing signage is to be reviewed as part of the detailed design and either removed, relocated or kept in place accordingly.



Figure 6: Existing footpath north of the bridge on western side of carriageway showing overgrown vegetation obstructing signage (Photo taken July 2023)

An additional footpath is proposed to tie into the entrance to the Hatch Pub, which also acts as an entrance to the Grand Canal towpath / walking and cycling trail. An opportunity exists to further extend the footpath by approximately 12m until it meets the property's access. The benefit of this is for the benefit of the residential property to connect onto the footpath, but also to assist with the shuttle transition. The suitability of the provision of this extension is to be further analysed at detailed design.

A pedestrian crossing will be provided to join both footpaths. The controlled crossing will be clearly indicated by red tactile paving to accommodate the visually impaired and dropped kerbs are to be provided. This is shown in Figure 7 overleaf.

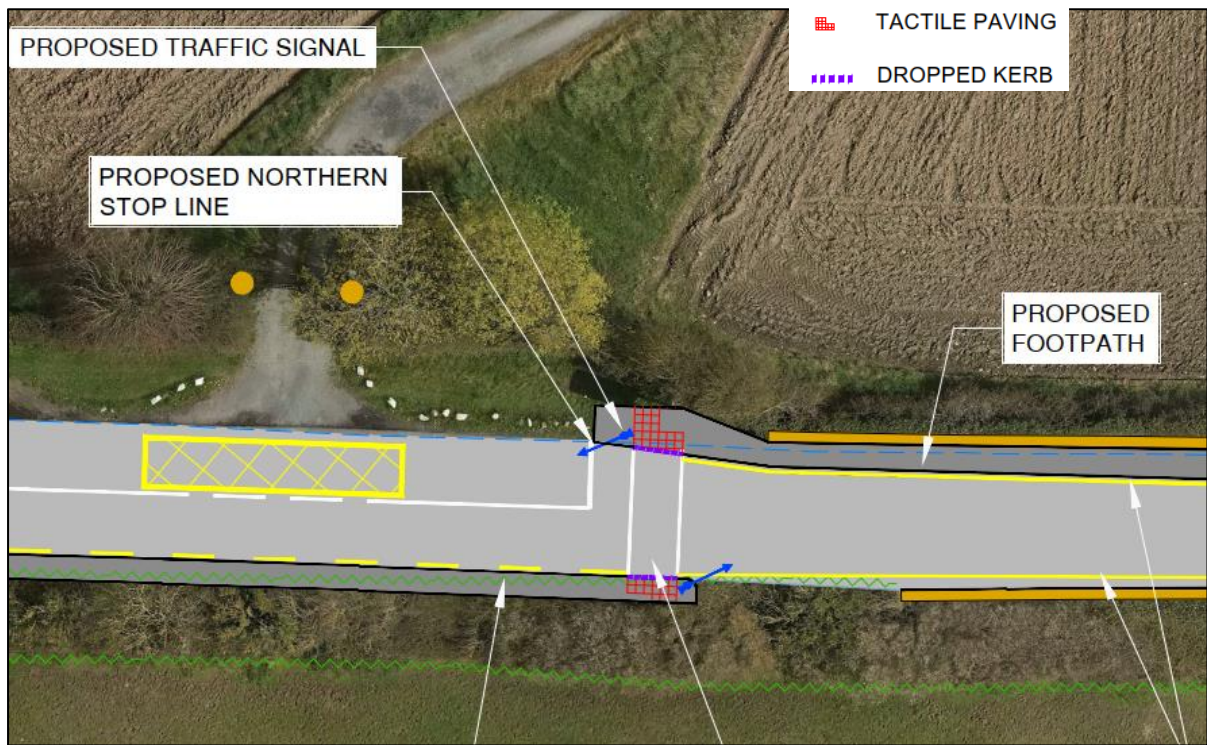


Figure 7: Preliminary design pedestrian crossing northern approach to bridge

The existing signals outside The Hatch pub are to be retained. It is envisaged that the signals will act as secondary signals to the new shuttle system. This will allow cars egressing to identify the direction of the shuttle as per the existing situation. The exact detailing surrounding the signalling outside the pub is to be further analysed at Detailed Design.

Hazelhatch Bridge

The preliminary design for the Hazelhatch Bridge is shown below, see Figure 8. Given that the Hazelhatch bridge is a Protected Structure, the structure itself will not be amended except for proposed road markings to be added to the road pavement over the bridge.

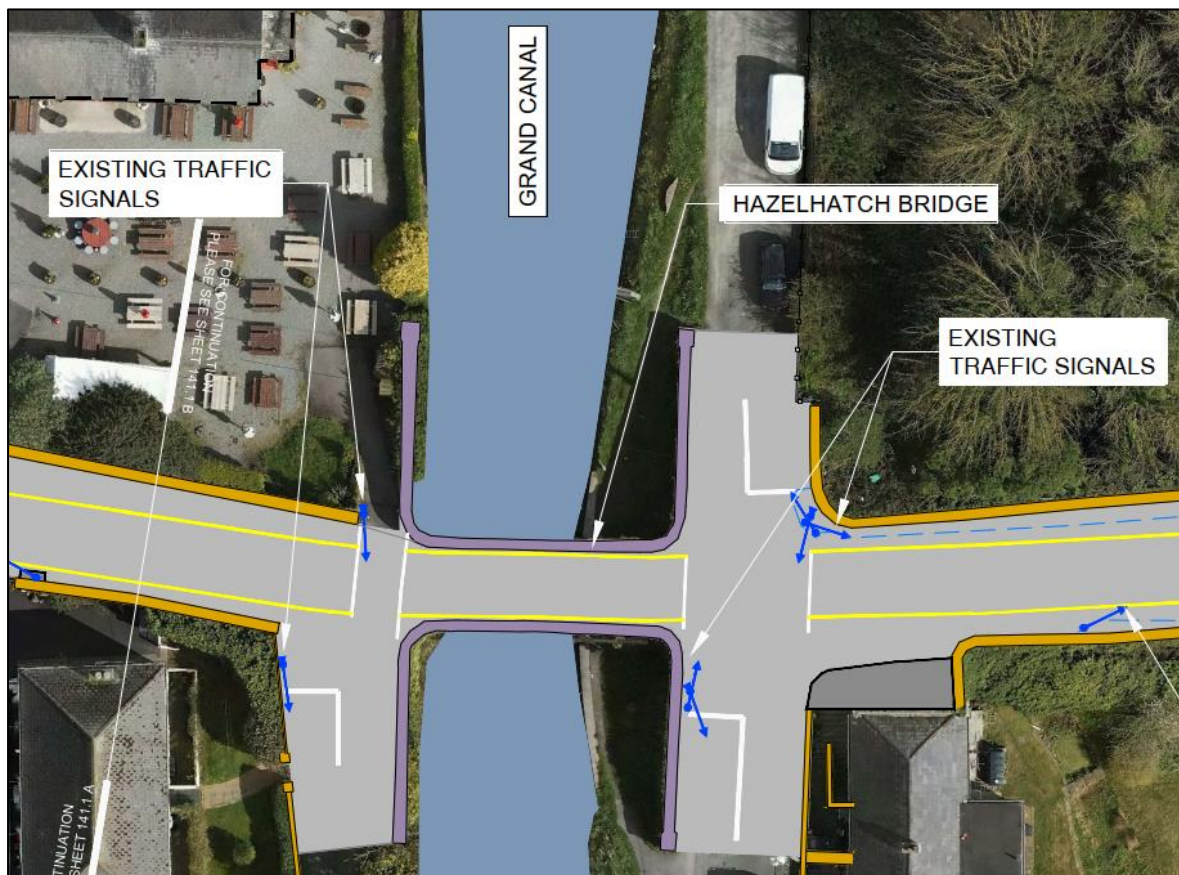


Figure 8 Preliminary design Hazelhatch Bridge

Southern Approach to Hazelhatch Bridge

The preliminary design for the southern approach to the Hazelhatch Bridge is shown in Figure 9 below.



Figure 9: Preliminary design southern approach to bridge

The existing southerly stop line is to be relocated approximately 88m south of the existing location where opportunity exists to create a 5.85m-6m road width. New traffic signals are proposed at this location. A secondary signal is proposed opposite the agricultural entrance to allow vehicles to safely exit. The existing wall is to be retained as shown above.

Similarly, to the positioning of the stop line on the northern approach, this location was chosen for the new stop line as it is the nearest location to the existing stop line where there appears to be sufficient width for two-way bus movements, where one bus is stationary at the stop line, and another is travelling through the shuttle and will need to pass the stationary bus.

Dashed yellow edge of carriageway markings (RRM -25) are proposed to run along the length of the shuttle. These markings will help to enforce the shuttle, whilst delineating the edge of the roadway as per TSM Chapter 7 Road Markings.

4. Reports

A number of internal reports were carried out to inform the preliminary design of the scheme. The findings of each are summarised below.

Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening Report was prepared by AECOM's Ecology team on behalf of the National Transport Authority.

Poulaphouca Reservoir SPA was considered to be within the potential Zone of Influence (Zol) of the Proposed Development. Pathways for the following impacts to reach the QI / SCI of this site were identified and tested for likely significant effects:

- loss of functionally-linked habitat; and
- disturbance of QI / SCI species;

The assessment found no likely significant effects from the impacts were identified from the Proposed Scheme alone or in-combination with nearby planning applications from the last five years.

Therefore, in view of best scientific knowledge and on the basis of objective information, it is concluded that likely significant effects from the Proposed Scheme on any European site, whether individually or in-combination with other plans or projects, beyond reasonable scientific doubt, can be excluded. This report concluded that there was no requirement to proceed to the next step of Appropriate Assessment.

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. However, the Proposed Development is within an SPA and though it does not trigger a mandatory EIAR under Section 50 of the Roads Act 1993 (as amended) for mandatory EIAR, further investigation was required in the form of a sub-threshold screening assessment.

An Environmental Impact Assessment Screening was prepared by AECOM's Environmental team on behalf of the National Transport Authority. This report concluded that the Proposed Development does not screen-in under mandatory criteria and, with implementation of appropriate mitigation and best practice measures, does not screen-in for a full EIA under the sub-threshold assessment.

Road Safety Audit Stage 1

A Stage 1 Road Safety Audit was carried out for the preliminary design of the scheme. The audit found no significant safety issues but put forward a number of minor design recommendations. These have been documented in the Designer's Response and have been incorporated into an update of the design.

5. Submissions & Observations

Public Consultation Approach

Following a briefing to South Dublin Councillors on Thursday 26th June 2023 a period of non-statutory public consultation was carried out for a period of 4 weeks from Thursday 20th July to Thursday 18th August 2023.

The public were invited to send observations and comments via:

- South Dublin County Council's Public Consultation Portal website <http://consult.sdublincoco.ie> under Consultation by midnight on 19th August 2023.
- In writing to the Senior Executive Officer, Roads Department, Land Use, Planning and Transportation, County Hall, Tallaght, Dublin 24, to be received on or before 5.00pm on 18th August 2023, submissions should be labelled Hazelhatch Bridge BusConnects Works.

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

Summary of the Submissions & Observations

Number of submissions received

There was a total of 23 submissions received within the open consultation period. These submissions comprised of 22 submissions through the South Dublin County Council's Public Consultation Portal, whilst 1 written submission was received.

Support for the Scheme

Evaluating submissions received through both the online portal and letters, 14 (**61%**) expressed their support for the scheme, 6 (**26%**) expressed their support and proposed changes and 3 (**13%**) did not specify whether they were in support of the scheme but requested changes (Not Specified). Of note, no responses expressed their opposition to the scheme.

This is displayed in the graph below, see Figure 10.

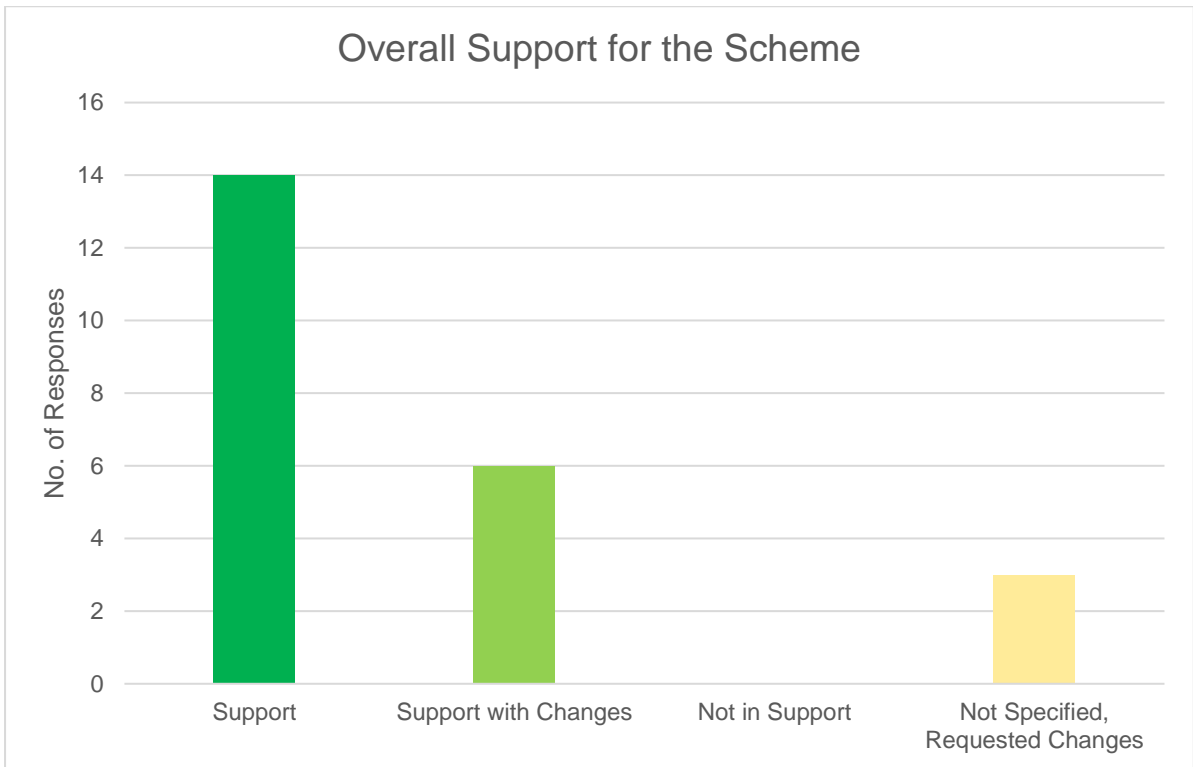


Figure 10: Overall Support for the Scheme

The graph below (see Figure 11) shows the key themes among the 23 responses received.

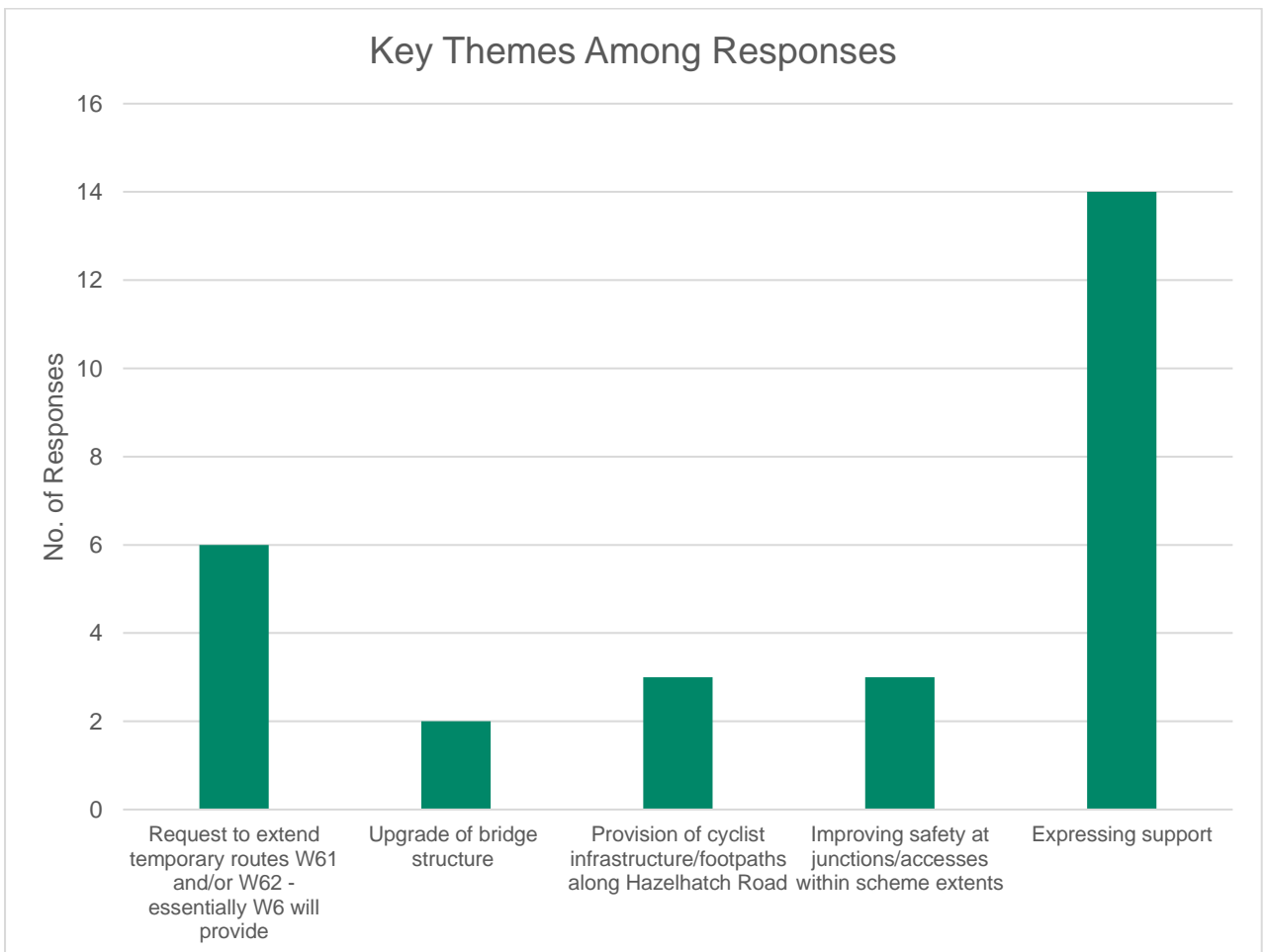


Figure 11: Key Themes among Responses

Responses to Detailed Feedback Received

The table below presents 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 and percentage have also been quantified to indicate the proportion of respondents that have made a submission related to each item. A response has then been provided for each respective comment.

Table 3 Detailed Feedback Received.

Issue	Description	Count	Percentage of responses	Response
Bus Service	Request to extend temporary routes W61 and/or W62 - essentially what W6 will provide	6	26%	<p>The proposed W6 orbital route will link Maynooth with Hazelhatch, Rathcoole, Newcastle, Saggart and Tallaght. However, the full implementation of the W6 route is currently on hold due to a specific challenge related to a section of Hazelhatch Road (R405) that leads to the Hazelhatch bridge. This particular road segment is incapable of accommodating two-way bus movements effectively, which has necessitated a pause in the execution of the complete W6 route.</p> <p>This Proposed Scheme will deliver a viable solution to address the width limitations of this section of Hazelhatch Road, the operation of the W6 route can then proceed as planned. In the interim, a temporary alternative route arrangement has been introduced, resulting in the creation of two new routes. The W61 route is operational between the Moyglare area of Maynooth and Hazelhatch station, while the W62 route serves the connection between Newcastle and Tallaght.</p> <p>By implementing the solution proposed by this scheme, the pre-existing pinch points on the W6 BusConnects Network will be alleviated. This undertaking will facilitate the safe passage of two buses on both approaches to the Hazelhatch</p>

Issue	Description	Count	Percentage of responses	Response
				Bridge, ultimately paving the way for the complete W6 bus service to become fully operational.
Existing Hazelhatch Bridge	Request to construct a new Hazelhatch Bridge of greater width	2	9%	<p>As outlined in Appendix 3A 'Record of Protected Structures' of the South Dublin County Development Plan 2022-2028, Protected Structures (including the Hazelhatch Bridge) relate to structures within the County that are considered to be of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest.</p> <p>One of the objectives of this scheme is to maintain this Protected Structure, therefore upgrading or widening the existing canal bridge was not deemed to be a suitable solution.</p> <p>Furthermore, the construction of a new bridge would likely result in a significant programme extension, given the urgency to deliver a solution to facilitate the Orbital Bus Route, the construction of a new bridge has not been included in this proposal.</p>
Lack of cycle infrastructure / footpaths along the Hazelhatch Road (R405)	Request to provide cycle infrastructure and footpaths along the Hazelhatch Road (R405) to ensure safer travel to/from the train station	3	13%	<p>Due to the highly constrained nature of this intricate rural scheme, the available road width carriageway is restricted. The existing carriageway is constrained by boundary walls on both sides and / or boundary hedgerow, the provision of cycle lanes would require widening into third party lands, a solution incompatible with the project's current scope due to potential project risks and programme extension.</p> <p>Additionally, the provision of other cyclist infrastructure such as specific cycle signals, or</p>

Issue	Description	Count	Percentage of responses	Response
				<p>advanced stop lines (ASLs) is not recommended where there is no cycle lane.</p> <p>To summarise, this project is unable to facilitate additional cyclist infrastructure, all traffic (including cyclists) is expected to share the carriageway and obey the full-size traffic signals.</p> <p>Currently, the existing footpath on the northern approach to the Hazelhatch bridge terminates abruptly, approximately 80m in advance of the bridge. To address this, the scheme is set to introduce a new footpath on the northern approach. This new footpath will bridge the gap between the existing footpath and the Hatch Pub / Grand Canal Walking & Cycling Trail. An immediate benefit of this addition is an enhancement in pedestrian safety, particularly for individuals traveling from the Hazelhatch train station seeking access to the canal or the pub's vicinity.</p> <p>It can be noted that a separate scheme is currently underway as part of the Grand Canal Greenway, extending the Greenway from the 12th Lock to Hazelhatch Bridge. This will provide a shared path for both cyclists and pedestrians.</p>
Safety issues regarding junction L6032	Request to improve safety at L6032 junction	1	4%	The junction between the L6032 and the Hazelhatch Road (R405) is outside this project's scheme extents.
Safety issues regarding accesses within shuttle, additional footpaths and cycleways	Request to consider the safety of those exiting from accesses which will now be within the shuttle under the proposed arrangement	1	4%	Each access that is to be brought within the shuttle has been examined on a case-by-case basis to assist in providing a safe method for access and egress. Although it is not common practice to signalise private accesses, due to the shuttle system and its length for safety reasons,

Issue	Description	Count	Percentage of responses	Response
				<p>some of these accesses have been considered in the signalling arrangement for the shuttle.</p> <p>Due to the highly constrained nature of this intricate rural scheme, the available space is significantly restricted. The existing carriageway is highly constrained by boundary walls on both sides, the provision of cycle lanes would require widening into third party lands, a solution incompatible with the project's current scope. The existing arrangement, where cyclists are required to obey the traffic signals for general traffic and enter the shuttle system, crossing the canal bridge when the green light is given will remain in place.</p> <p>The existing arrangement in place where pedestrians use the push button on either side of the Hazelhatch bridge to stop traffic in all directions, allowing sufficient time to cross the canal will remain in place.</p>
Public Lighting / egress from McEvoy's Public House	Request to provide Public Lighting along the scheme extents and provide a filter light at McEvoy's Public House	1	4%	<p>The possibility of providing public lighting along the extents of the scheme will be considered under the next phase of the project.</p> <p>Private accesses tend not to be signalled, due to the frequency that this access is used by people attending both the canal tow path / McEvoy's Public House, additional signalling measures to increase the safety of those egressing are to be considered as part of this project.</p>
Access to Hazelhatch Bridge from Grand Canal	Request for more clarity on how pedestrian/cyclists using Grand Canal towpath can access the Hazelhatch Bridge, with	1	4%	The pedestrian / cyclist access onto the Hazelhatch Bridge from the Grand Canal towpath will be considered further by the project team.

Issue	Description	Count	Percentage of responses	Response
	suggestion to upgrade the pedestrian and cycling access by constructing an additional active travel bridge next to the existing one.			

Summary

The majority of feedback received supported the Proposed Scheme and acknowledged that it will improve public transport connectivity in the area, facilitating the operation of the BusConnects W6 orbital route.

Over half of submissions consisted of respondents expressing their support for the scheme. Although several submissions proposed additional changes, it can be noted that no respondents expressed opposition to the scheme.

There were several proposed changes raised by members of the public that have been noted in this report that have been reviewed. Changes to the proposed section following the public consultation process are documented in the following chapter.

6. Proposed Design Changes

As mentioned above, following analysis of the feedback received during the statutory public consultation process, the design team are proposing amendments to the scheme, these are summarised below.

Footpath Extension (Northern Approach)

The Proposed Scheme at public consultation stage included a new footpath on the northern approach which ties into the entrance to the Hatch Pub (Figure 13). Following the public consultation, the design team reviewed the extents of the footpath and identified a pedestrian permeability benefit by extending the footpath approximately 12m to tie into an existing residential dwelling.

The scheme has therefore been revised, the footpath has been extended to increase the pedestrian permeability benefit at this location as shown below (Figure 13).

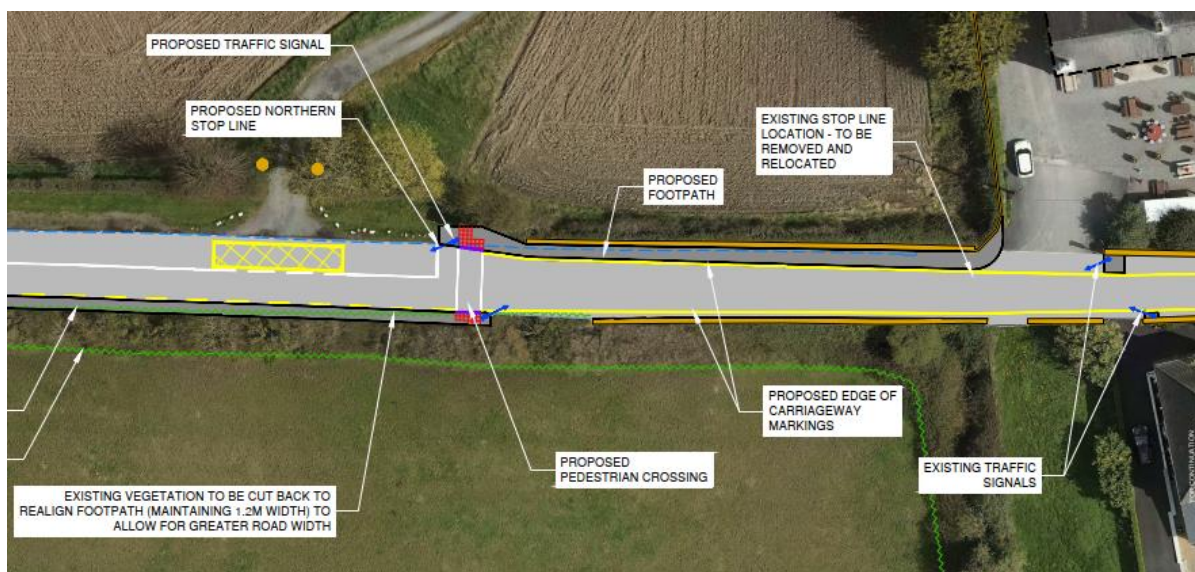


Figure 12: Public consultation stage proposal footpath on northern approach

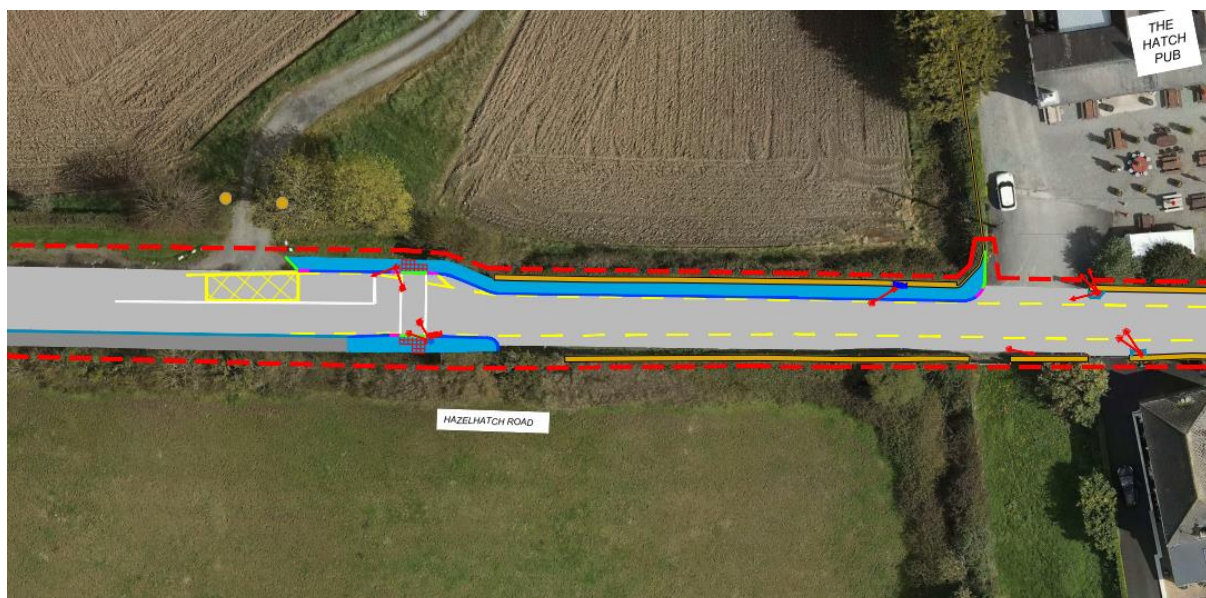


Figure 13: Revised scheme with footpath extension northern approach

Signalling at McEvoy's Pub

The Proposed Scheme at public consultation stage retained the existing situation whereby McEvoy's pub is unsignalised and vehicles exit the pub on a priority basis.

Following the public consultation, the responses were reviewed in relation to concerns regarding vehicular egress from the pub. The Proposed Scheme will lengthen the existing shuttle, therefore vehicles egressing the pub will be at a greater distance from the signalised stop line, meaning the ability to be 'let out' by those travelling towards the bridge may be more difficult.

Following feedback received during the public consultation, the traffic signalling at this location has been revised. The updated proposal includes for a flashing amber filter arrow to be installed in both directions (left and right) outside the Pub to assist vehicles egressing, encouraging a safer exiting process, as illustrated in Figure 15.

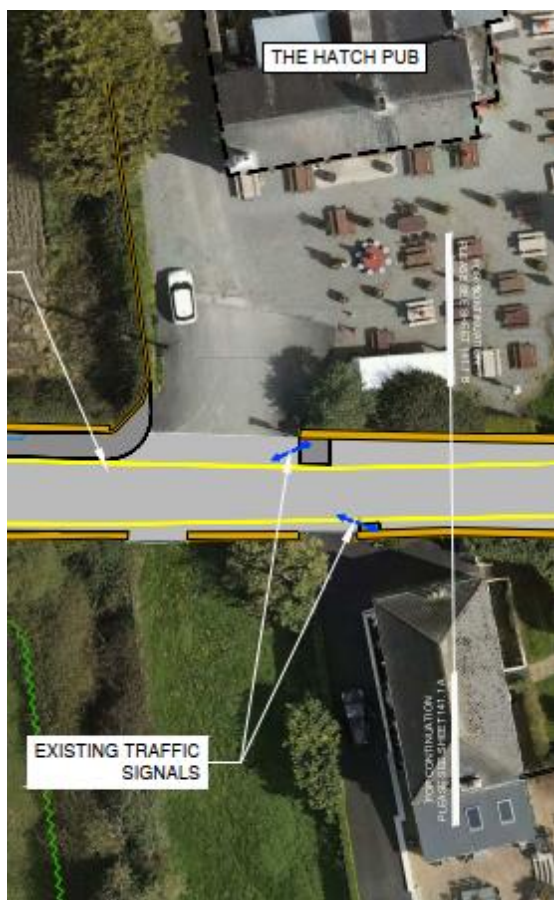


Figure 14: Public Consultation Stage Proposals for signalling outside the Hatch Pub

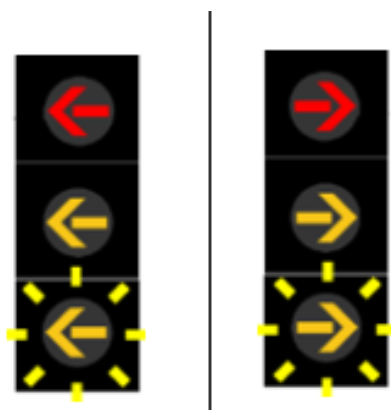
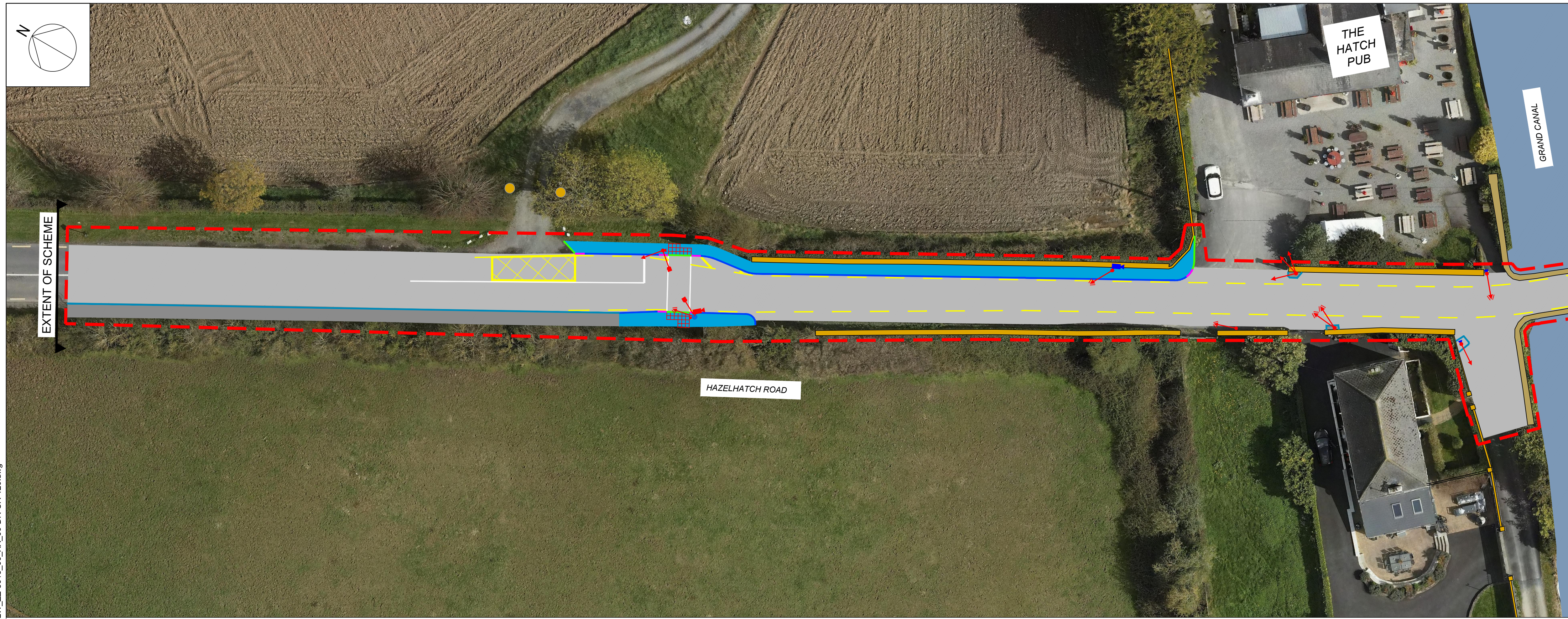


Figure 15: New Signals (RTS 004) to be installed outside Hatch Pub – TSM Chapter 9

Appendix A Submissions Received

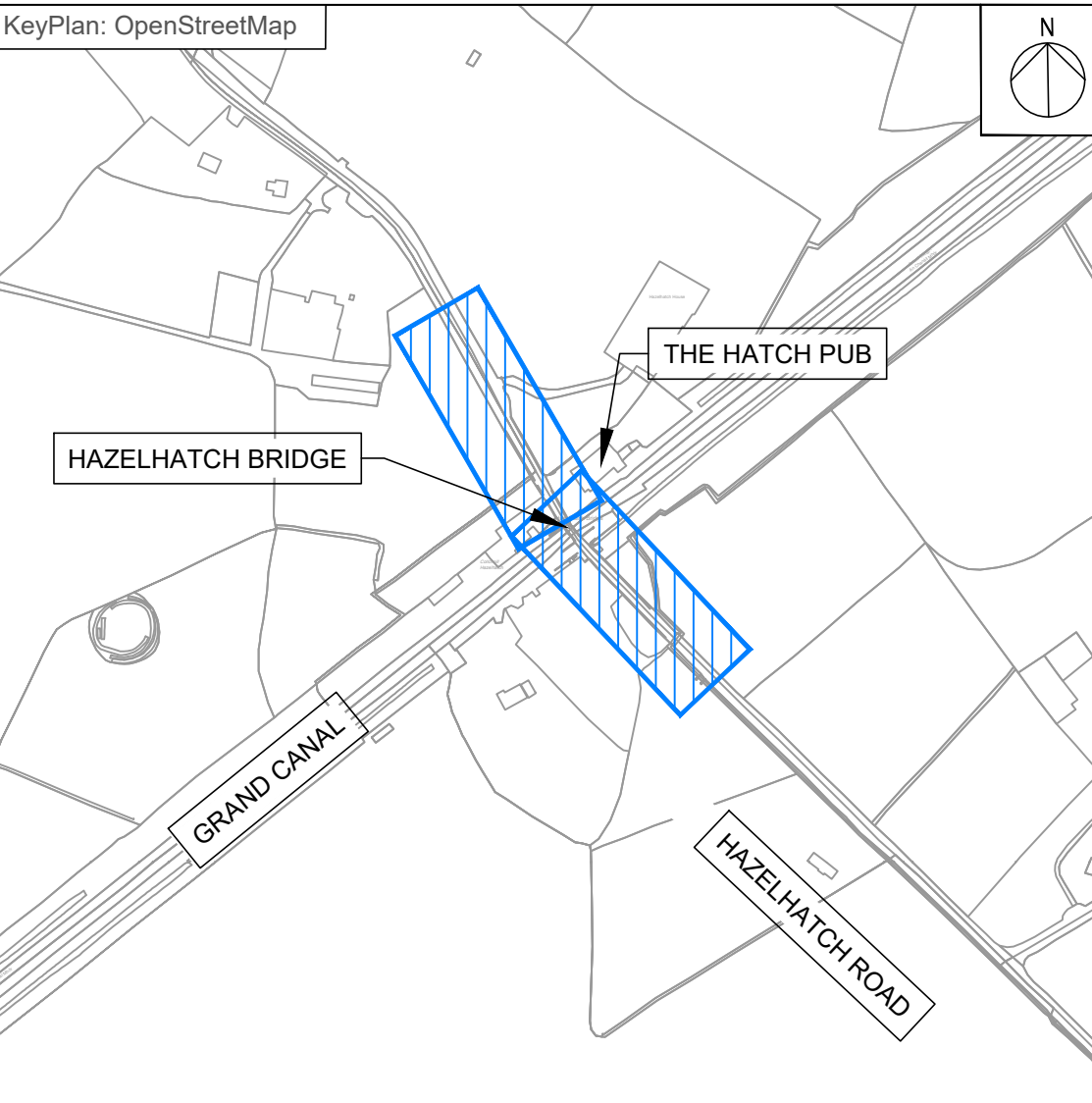
Name
Sankar Sarma
Bhoomesh Nalla
Aoife Mulhaire
Stephen McHugh
Christopher Jevens
Ian McCarthy
Flora McDonnell
Oliver Murray
Shankha Shubhro Shome
Rakesh Kumar
Gurpreet Singh Banga
Matthew Roberts
Shanmugam Mohan
Uday kumar Dubasi
Rohit Gulati
Rishiraj Vennelakanti
Denise Clerkin
Tarakaram Pasupuleti
Paul Kelly
Stephen Fitzpatrick
Christopher Maher
Pat & Jackie McEvoy
Chris Enright

Appendix B General Arrangement Drawing



- NOTES:**
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE EMPLOYER'S REPRESENTATIVE.
 3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
 4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.

- KEY:**
- CARRIAGEWAY
 - EXISTING FOOTWAY / ISLAND
 - PROPOSED FOOTWAY / ISLAND
 - ROAD MARKINGS (WHITE)
 - ROAD MARKINGS (YELLOW)
 - EXISTING KERB
 - EXISTING WALL
 - HAZELHATCH BRIDGE
 - GRAND CANAL
 - TACTILE PAVING
 - PROPOSED KERB 125mm
 - PROPOSED DROPPED KERB 0mm
 - PROPOSED TRANSITION KERB
 - PROPOSED TRAFFIC SIGNAL
 - EXISTING PAN / TILT / ZOOM CCTV CAMERA
 - PROPOSED PAN / TILT / ZOOM CCTV CAMERA
 - SITE EXTENTS



FOR INFORMATION ONLY

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Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.
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Rev	Date	Drn	Chk'd	App'd	Description
P01	03/10/2023	LB	AJ	SG	ISSUED FOR INFORMATION
P02	13/10/2023	LB	AJ	SG	ISSUED FOR INFORMATION

Client		Engineering Designer		
 Údarás Náisiúnta Iompair National Transport Authority				
Date	Scale	Drawn	Checked	Approved
13/10/2023	1:250 1:500	LB	AJ	SG

Programme Title			
NTA TAS FRAMEWORK TASK 3016			
Drawing Title			
BUS ROUTE W6 - HAZELHATCH ROAD (R405) GENERAL ARRANGEMENT			
Drawing File Name	Sheet Number	Status	Rev
PTSĐT-ACM-SLW_ZZ-3016_00_XX-00-DR-CR-120	1 of 1	D2	P02

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