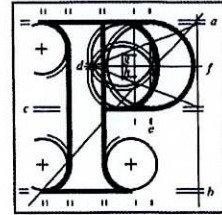


Our Case Number: ABP-313892-22



An
Bord
Pleanála

Garbhan Doran & Helen McLoughlin
46 Avondale Avenue
Phibsborough
Dublin 7
D07 KR28

Date: 21 July 2023

Re: Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme
Blanchardstown to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

AA02

| | | |
|--------------------|---------|--|
| Teil | Tel | (01) 858 8100 |
| Glaó Áitiúil | LoCall | 1800 275 175 |
| Facs | Fax | (01) 872 2684 |
| Láithreán Gréasáin | Website | www.pleanala.ie |
| Ríomhphost | Email | bord@pleanala.ie |

| | |
|----------------------|-----------------------|
| 64 Sráid Maoilbhríde | 64 Marlborough Street |
| Baile Átha Cliath 1 | Dublin 1 |
| D01 V902 | D01 V902 |

Garbhan Doran
& Helen McLoughlin

Garbhan Doran & Helen McLoughlin,
46 Avondale Avenue,
Phibsborough, Dublin 7.
D07 KR28

3rd July, 2023

An Bord Pleanála, (Strategic Infrastructure Division)
64 Marlborough Street,
Dublin 1.
D01 V902

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|-------------------------|-----------------|
| AN BORD PLEANÁLA | |
| LDG- | _____ |
| ABP- | _____ |
| 07 JUL 2023 | |
| Fee: € _____ | Type: _____ |
| Time: _____ | By: <u>post</u> |

RE:

Reference number ABP-313892-22
Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme
Blanchardstown to Dublin City Centre

To Whom It May Concern:

We, Garbhan Doran & Helen McLoughlin, live with our two children in our family home at 46 Avondale Avenue, Phibsborough, Dublin, D07KR28 and we wish to submit observations on the proposals in reference no. ABP-313892-22 which will have a significant impact on our home and street. Further to the publication of site notices for the CPOs at Monck Place, BF1, BF2 and Phibsborough BG1, BG2 (which were removed from their structure for several weeks during the public advertisement period) we wish to submit the objections set out below.

The principle of Bus Connects is to be commended and the introduction of segregated cycle lanes, widening of footpaths and improvement in the public realm associated with the development are all positive proposals. The encouragement to use public transport or bicycle by this scheme will hopefully reduce traffic in the Dublin area however some further consideration of the impact to local residents is required. It should also be noted that by the same measure removal of any cycle lanes for the Bus Corridor Scheme is a regression.

The traffic management measures noted in 4.6.6.3 of the EIAR, proposed for junctions R108 Phibsborough Road / Phibsborough and R108 Phibsborough Road / Monck Place are onerous for traffic mobility of the local community. Currently there is a rat run for commuter traffic off the NCR through Monck Place and Avondale Avenue to turn Southbound on Phibsborough road but also Northbound to avoid the queue to Doyle's Corner. The measures proposed do mitigate the Southbound rat run on Monck Place but they also make neighbourhood access for residents extremely difficult.

The removal of a right turn on to Phibsborough Road from either Monck Place or Phibsborough does mitigate one of the two major rat runs that exists. The second major rat run off Phibsborough Road through Monck Place and Avondale Avenue is from Northbound traffic and we would agree this should be removed or better restricted to local traffic. However, at a minimum, Southbound traffic should still be allowed to turn into Monck Place as this is largely used by local traffic / residents because Southbound traffic seeking Westward access on to the NCR do so via Connaught Street. We believe there is an unnecessarily high burden being placed on Connaught Street and its residents which the removal of a Southbound access to Monck Place will exacerbate.

We object to the traffic management measures at the junctions of Phibsborough Road with both Monck Place and Avondale Avenue on the basis they will exacerbate the rat run along Avondale Avenue, refer Appendix A attached. This is due to the existing hazardous location of the Dublinbikes stand on Avondale Road and the ramps on Monck Place which will deter any Northbound traffic off the NCR seeking to avoid the queue to Doyle's corner via Monck Place. Instead, Northbound NCR traffic will use Avondale Avenue as access due to the wide junction with Avondale Road and the fact that the exit at the Phibsborough / Phibsborough Road junction is closer to Doyle's corner than the exit from Monck Place.

Given that Avondale Avenue is 6.4m wide leading to Phibsborough which is 4.0m wide whereas Monck Place is 10.4m wide it seems disproportionate to propose the same traffic access to Phibsborough Road via both streets. Both the road and footpath of Avondale Avenue are significantly narrower than Monck Place yet this proposal will promote more rat run traffic through the narrower Avondale Avenue leading to unnecessarily high risks and unsafe road conditions for the local residents.



Photo 1 - 6.4m width of Avondale Avenue



Photo 2 - 4m width of Phibsborough



Photo 3 - 10.4m width of Monck Place

If access on to Phibsborough Road from Avondale Ave. and Monck Place allows only a left turn why would any traffic off the NCR use Monck place when Avondale Ave exits closer to Doyle's corner? Surely if both junctions operate they should have different functions given their close proximity and disparity in size. For example Phibsborough could take a Southbound right turn one way only access off Phibsborough Road whilst Monck Place retains a Northbound left turn only exit on to Phibsborough Road, refer Appendix B attached.



Photo 4 - Wide access to Avondale Ave. off Avondale Rd.



Photo 5 Hazardous placement of Dublin Bike stand, ramps, yields on Avondale Road

At the very least traffic calming measures need to be installed on Avondale Avenue if the NTA ignores local objections and proceeds with the proposed plans. Examples of such measures are noted below, refer also Appendix B attached.

- Reducing the wide access junction at Avondale Road / Avondale Ave junction with landscaping
- Landscaping between Castle Terrace and Avondale Ave to reduce road width and traffic speed
- One way access along Avondale Ave. Westbound
- Local access only signage
- Cul-de-sac either at Avondale Road junction or at Castle Terrace junction

It should also be noted that while proposals were discussed by the NTA with local groups, of which several of these site meetings I attended, final proposals and details of changes to Phibsborough (lane) and Monck Place were neither presented nor agreed upon.

As residents of Avondale Avenue we both, with our family, hope that you consider our concerns in refining the proposed Bus Corridor Scheme.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Garbhan Doran'.

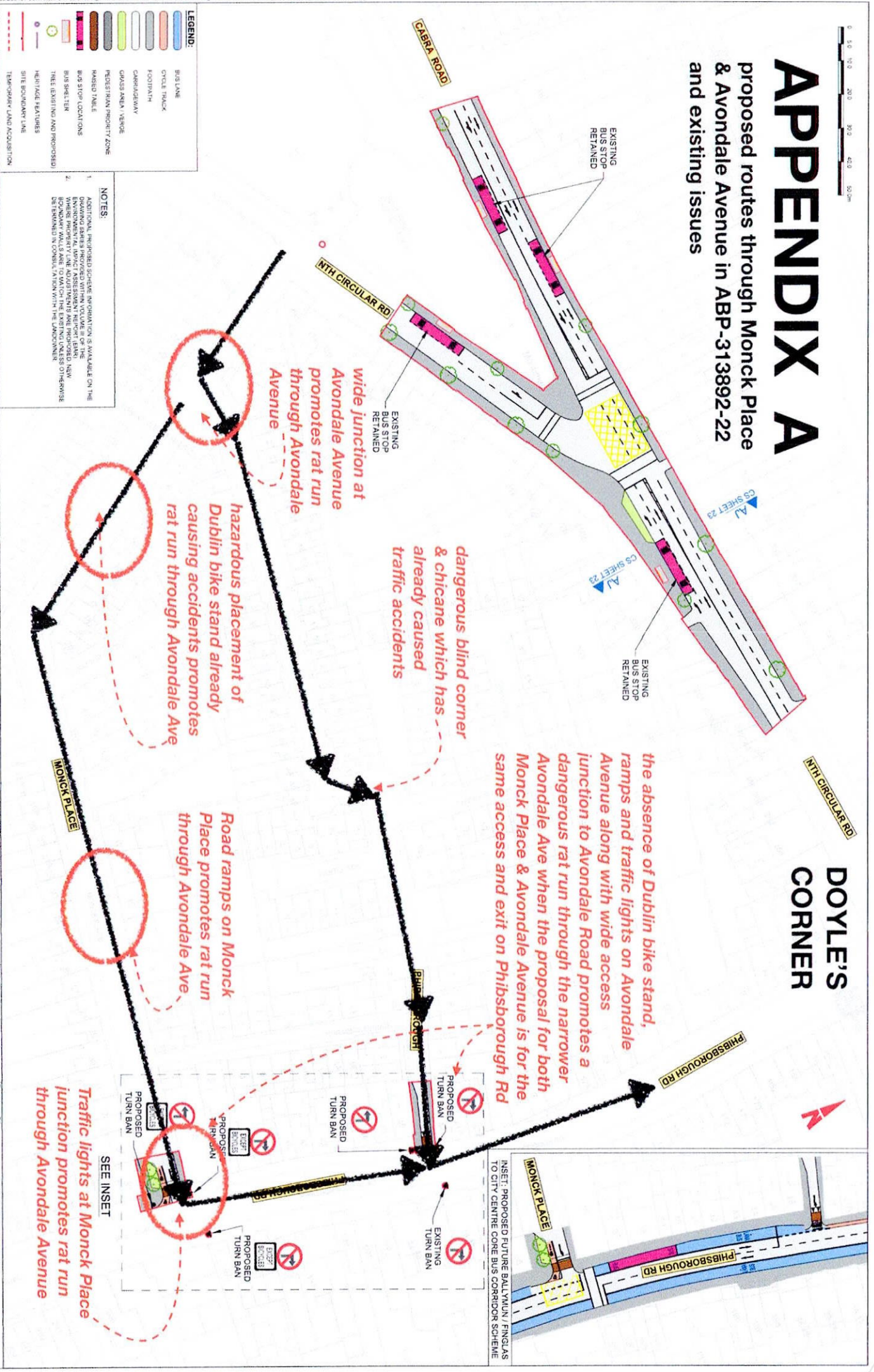
A handwritten signature in black ink, appearing to read 'Helen McLoughlin'.

Garbhan Doran & Helen McLoughlin
46 Avondale Avenue, Phibsborough, Dublin 7
Encls. Appendix A & B

APPENDIX A

Proposed routes through Monck Place & Avondale Avenue in ABP-313892-22 and existing issues

DOYLE'S CORNER



LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CAR/ADJACENT
- CAR/ADJACENT
- GAZON AREA / VERGE
- PEDESTRIAN PRIORITY ZONE
- PAVED TABLE
- BUS STOP LOCATIONS
- BUS SHELTER
- THE EXISTING AND PROPOSED
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

NOTES:

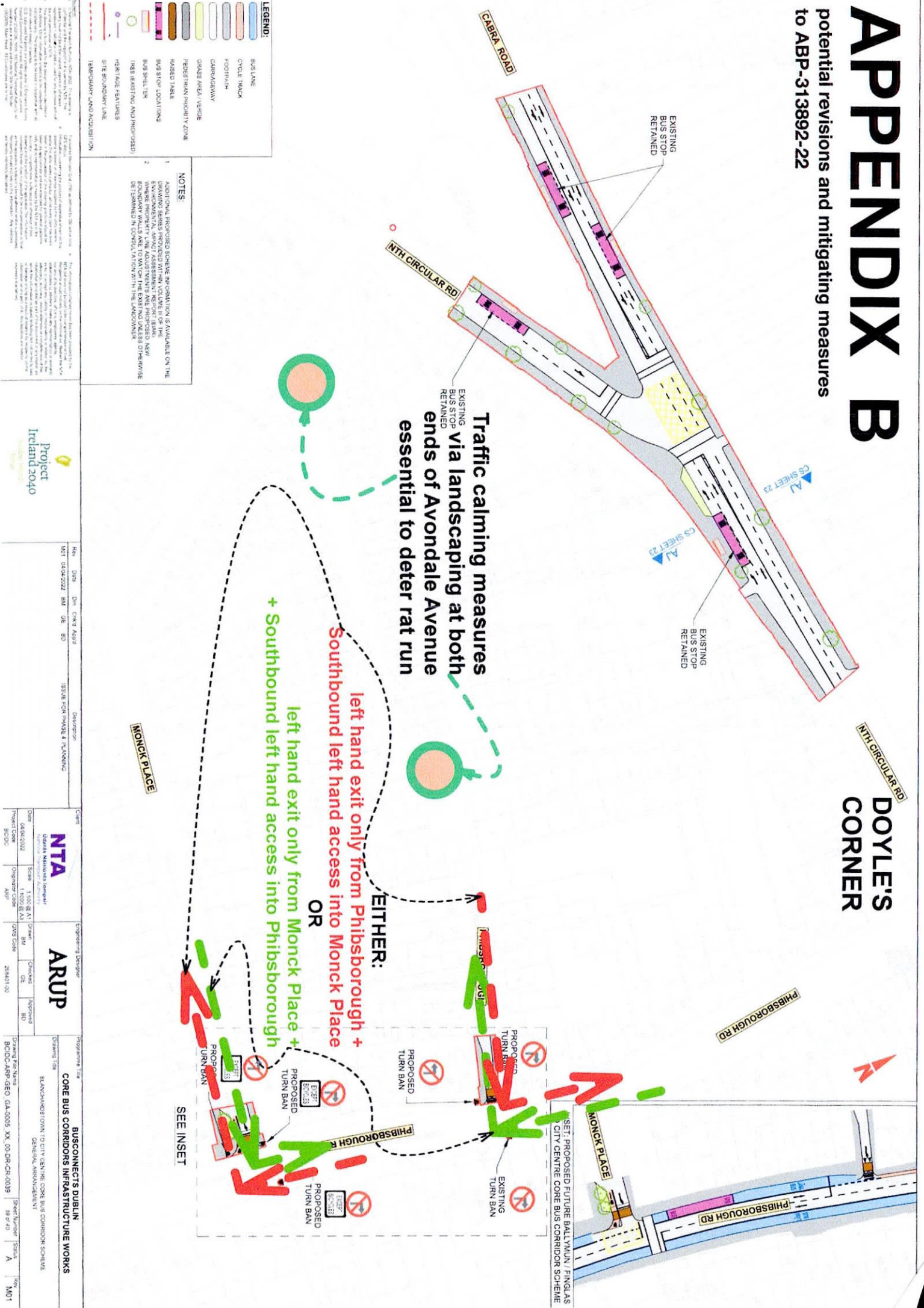
- ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SHEETS PROVIDED WITHIN VOLUME 11 OF THE SCHEME DOCUMENTATION. THE PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SHEETS PROVIDED WITHIN VOLUME 11 OF THE SCHEME DOCUMENTATION. THE PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE DRAWING SHEETS PROVIDED WITHIN VOLUME 11 OF THE SCHEME DOCUMENTATION.
- WHERE PRIORITY LINE ADJUSTMENTS ARE PROPOSED, NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING WALLS UNLESS OTHERWISE DETERMINED IN CONSULTATION WITH THE LANDOWNER.

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|-----------------------------|---|---|---|---|
| <p>Project Ireland 2020</p> | <p>Rev: 001</p> <p>Date: 04/03/2022</p> <p>Drawn: SDP</p> <p>Checked: GE</p> <p>Issue For: PHASE 4 PLANNING</p> | <p>Client: NTA</p> <p>NTA National Transport Authority</p> <p>Project: CCDC</p> <p>Scale: 1:500 @ A1</p> <p>Drawn: SDP</p> <p>Checked: GE</p> <p>Approved: BD</p> | <p>Engineer: ARUP</p> <p>ARUP</p> <p>25540170</p> | <p>Programme Title: BUSCONNECTS DUBLIN</p> <p>Core Bus Corridors Infrastructure Works</p> <p>Starting Title: BANCROFTS TOWN TO CITY CENTRE CORE BUS CORRIDOR SCHEME</p> <p>Specialist: SCHEMATIC DEVELOPMENT</p> <p>Drawn From Name: BCIC/ARP-Geo GA-0005_XX_00-DR-CR-0039</p> <p>Sheet Number: 39 of 40</p> <p>Status: A</p> <p>Rev: M01</p> |
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DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.

APPENDIX B

potential revisions and mitigating measures
to ABP-313892-22



LEGEND:

- BUS LANE
- CYCLE TRACK
- FOOTPATH
- CARRIAGEWAY
- GRASS AREA / VERGE
- PREFERENTIAL PRIORITY ZONE
- MAISED TABLE
- BUS STOP LOCALITIES
- BUS SHELTER
- TREE (EXISTING AND PROPOSED)
- HERITAGE FEATURES
- SITE BOUNDARY LINE
- TEMPORARY LAND ACQUISITION

NOTES:

1. ADDITIONAL PROPOSED SCHEME INFORMATION IS AVAILABLE ON THE PROJECT WEBSITE.

2. WHERE PROPOSED LINE ADJUSTMENTS ARE INDICATED, NEW BOUNDARY WALLS ARE TO MATCH THE EXISTING WALLS OTHERWISE BE SHOWN IN CONCRETE ON THE DRAWINGS.

Project Ireland 2040

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| Rev | Date | Description |
| M01 | 04/04/2022 | BM DE SO |

NTA (National Transport Authority) ARUP (Engineering Designer)

BUSCONNECTS DUBLIN
CORE BUS CORRIDORS INFRASTRUCTURE WORKS

BLANCHARDTOWN TO CIVIC CENTRE CORE BUS CORRIDOR SCHEME
GENERAL ARRANGEMENTS

Scale: 1:500 (6A1) / 1:1000 (6A1)

Drawn: BM / Checked: DE / Approved: BD

Project Code: 2040110

Drawing File Name: BCDC-CAR-GE0_GA-0005_XX_00-08-CR-0018

Scale: A / Date: M01