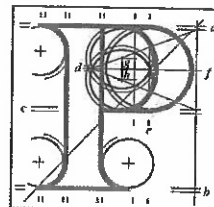


Our Case Number: ABP-313182-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Aodhán Ó Ríordáin TD
Leinstr House
Kildare Street
Dublin

Date: 07 June 2022

Re: BusConnects Clongriffin to City Centre Core Bus Corridor Scheme
County Dublin

Dear Sir / Madam,

An Bord Pleanála has received your observation or submission in relation to the case mentioned above and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the Local Authority and at the offices of An Bord Pleanála when they have been processed by the Board.

For further information on this case please access our website at www.pleanala.ie and input the 6-digit case number into the search box. This number is shown on the top of this letter (for example: 303000).

Yours faithfully,

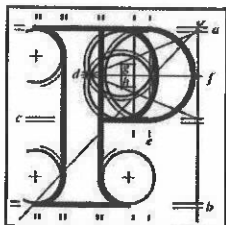
Kevin McGettigan
Administrative Assistant
Direct Line: 01-8737263

BL50A

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An
Bord
Pleanála

SID Online Observation

Online Reference: (SID-OBS-
000065)

Online Observation Details

Contact Name:	Aodhán Ó Ríordáin
Lodgement Date:	31/05/2022 17:36:17
Case Number / Description:	The Clongriffin to City Centre Core Bus Corridor Scheme

Payment Details

Payment Method:	Online Payment
Cardholder Name:	Aodhán Ó Ríordáin
Payment Amount:	€50.00

Submission to The Clongriffin to City Centre Core Bus Corridor Scheme

Aodhán Ó Riordáin TD

Leinster House

Kildare Street Dublin 2

Overview of Observation

The proposed Clongriffin to City Centre Core Bus Corridor scheme is overall to be welcomed as a necessary step to the improvement of the Dublin transport network and movement towards a more sustainable transport infrastructure. I am supportive of the project and wish to make some general comments as well as some very specific observations regarding some individual aspects of the project. I believe all of the modifications I support will still result in a hugely beneficial project overall.

Observation on Strategic Alternatives.

Within the Strategic Alternatives summary, it has been stated that *"The GDA Transport Strategy concluded that new heavy rail and light rail/metro alternatives would not be justified by the predicted level of demand. However, the existing DART line will be upgraded and extended as part of the GDA Transport Strategy."* I am concerned that Dublin is still decades away from a serious attempt to create a proper Metro system. The lack of such a system is a serious impediment to Dublin evolving to becoming a liveable, low carbon, modern metropolitan area. This current Core Bus Corridor system can ultimately only act as a short to medium-term solution. The longer we defer a decision to create a proper nationalised metro for the capital the greater the financial and lost opportunity costs. However even if we were to take the decision to implement a proper metro system there would still be an immediate requirement to upgrade the infrastructure for bus and cycle traffic along this corridor, so the justification of the project is clear.

Observation on Bus and Cycle corridor outcomes

I note and strongly support the following outcomes

- *The number of pedestrian signal crossings will increase by 45% from 36 to 52 as a result of the Proposed Scheme;*
- *The proportion of segregated cycle facilities will increase from 4% on the existing corridor to 100% on the Proposed Scheme;*
- *The proportion of the route having bus priority measures will increase from 74% on the existing corridor to 100% on the Proposed Scheme.*

These outcomes will seriously improve the infrastructure required for safe cycling and efficient bus service required for a more sustainable low carbon -transport infrastructure. The final scheme must support as close to these objectives as possible.

Observation on Haverty Road Barrier

I together with my colleague Cllr Jane Horgan-Jones strongly support the proposed solution in the Haverty road area. While the proposed barrier may cause slight inconvenience, the benefits far outweigh any drawbacks. Myself and Cllr Jane Horgan-Jones have organised multiple meetings on this issue in Marino over many years and are strongly of the opinion that the vast bulk of residents support this proposal.

Motor vehicles will still be allowed on Haverty Road. The changes will not include a designated cycleway, but the road will continue to be used by cyclists as it currently is. There is ample room at the end of the road to create a turnaround area for motorists, emergency services and other services that are currently challenged by the number of cars parked on corners. There are already a number of roads in Marino where this works successfully.

The proposal will result in safer roads for everyone, especially for children, vulnerable pedestrians and mobility-aid users, and cyclists; There are currently 17 children under age 12 on Haverty Road and more young children on Carleton Road; the road is used every day by school children coming and going to Joeys.

Changes to road design to deter speeding traffic, encourages pedestrian and cycle movement and promotes a better sense of community.

The proposed barrier and works will lead to easier and safer access to local businesses, services and schools by local residents.

Observation Ayrfield Drive proposal

Between Priorswood Junction and Newton Cottages there is a proposed pedestrian and cycle track linking Ayrfield Drive and Malahide Road. This proposal is the most difficult along the entire section. The proposed break through and creation of a link is against the wishes of the majority of the people for whom this access is intended. Together with my colleague Shane Folan I have been working with local residents who are strongly opposed to this proposal.

My understanding is that local Gardai have agreed with residents that there are reasonable and serious security concerns around access being created where previously there is none. The existing green is a valuable community hub and is used for children's play and for community days and neighbourhood informal events. The local community of the immediate residents are united in opposition as the proposed access while in their view radically alter the character of their community. The success of the whole project is not contingent on inclusion of this proposed access to Ayrfield Drive. Given there are two nearby accesses from Tonlagree road and Blunden drive which are equidistant for most residents outside the immediate Ayrfield area I would strongly recommend that we listen to the wishes of local residents and that this proposed CPO and access not be included in project. Removing the proposed access will not result in any reduction in the effectiveness of the project in my view.

Observation Artane Cottages

The positioning of the bus stop at the Artane cottages and associated works are causing concerns for residents. I share their concerns that the Architectural Heritage of these cottages is being downplayed in the application. They are raising legitimate and reasonable proposals to compromise on the location of the bus stop including proposing more suitable locations. I would ask the board whether the proposed bus stop at the cottages in contravention of the NTA's own criteria for bus stops. It concerns me that the proposed bus stop is the only one along the entire length of the Clongriffin to City Centre bus corridor scheme located in front of residential property without front gardens, and does not provide space for a bus shelter, nor does it provide adequate footway width to accommodate even a compromise stop. There are reasonable concerns with evidence that the bus stop proposed in this area will lead to serious ongoing disruption to residents because of the close proximity of the front windows of the houses to the Bus Stop, and that the Kilmore road pedestrian crossing will result in a backing up of buses and increase in air and noise pollution for residents of the Artane cottages. This poses a potential to reduce the residential amenity of the entire terrace and constitutes a bottle neck along the bus corridor.

Residents also propose a reasonable modification for a right turn arrangement for inbound cyclists onto Kilmore Road to be accommodated at the wider footpath in front of no. 10 Artane Cottages Lower, as an alternative to the proposed layout which I understand leaves less than 1.8m footpath, in front of the front door of no. 9 Artane Cottages Lower.

I would ask An Bord Pleanála to include a condition to require formal engagement with relevant resident groups to finalise details in this area in particular.