



Patrick Bowles
93 Seamount Apartments
Stillorgan Road
Booterstown
A94Y704

Date: 18 July 2022

Re: BusConnects Belfield/Blackrock to City Centre Core Bus Corridor Scheme
Co. Dublin

Dear Sir ,

An Bord Pleanála has received your 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 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,



Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

BL50A

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A94 Y704

AN BORD PLEANÁLA	
LDG-	
ABP-	313509-22
Fee: €	50.00
12 JUL 2022	Type: CARD
Time: 13:37	By: HAND

Dear Sir/Madame,

I wish to formally submit a registered objection to the Belfield/Blackrock Bus Corridor being proposed by BusConnects.

I have worked within the Dublin 2 area for more than 20 years and primarily use the Upper Baggot Street area for Lunch, Dinner, meetings etc. As well as benefiting from the long-established retailers who have serviced people living and working within the area.

With the intention of removing parking spaces, this will greatly hamper the ability to service people driving to and from work to benefit from the local amenities.

The Retailers, Hotels, Pubs and restaurants in the area have suffered massively over the last 2 Years and are still trying to recover from the pandemic.

Baggot Street is one of the last streets where you can conveniently park and access local shops and businesses without issue and will put the livelihoods of retailers at risk.

Since the pandemic, the demand for public travel has been massively reduced and not expected to ever return to the high volumes of the last 10 years. Why is it beneficial to add more bus lanes for buses that won't require them? The amount of traffic seen in Dublin is down largely from people working from home or moving to distances beyond the commuter belt.

What is the point of having empty buses travelling into the city when there are no businesses left to serve them?

This is a pointless exercise to promote progress and growth when there is no benefit to the service provider or their customers in the Baggot Street area.

Regards,

Patrick Bowles

