



Maurice Cavanagh
80 Pembroke Road
Ballsbridge
Dublin
Dublin 4
DO4W5WO

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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AN BORD PLEANÁLA
 LDG- 055240-22
 ABP- 313509-22
 12 JUL 2022
 Fee: € 50 Type: W5
 Time: _____ By: W5

80 Pembroke Road
 Ballsbridge
 Dublin 4
 D04W5W0
 9 July 2022

Dear Bord Members

BusConnects – Dublin area revised bus network-Belfield/ Blackrock to City Centre Core Bus Scheme

- 1) I wish to object to the proposal to turn upper Baggot Street and Pembroke Road (from Upper Baggot Street as far as the meeting point with Lansdowne Road), into a main bus route for the purposes of the above Scheme and I set out my reasons for this objection in the following paragraphs.
- 2) Pembroke Road is at the centre of historic Georgian Dublin and is a strong tourist attraction for that reason. It would be an act of vandalism to turn it into a busy bus route and spoil the historic atmosphere.
- 3) Pembroke Road is a residential road and is not suitable for heavy bus traffic. Most residents shop locally and journey by foot. This necessitates crossing the road which would be extremely challenging if there was a heavy flow of buses.
- 4) I know that plans can change but the general understanding is that there would be a constant flow of buses going up and down the road which would choke the traditional atmosphere out of the area.
- 5) The plan makes little sense operationally as it intends to use Maccartan bridge (Baggot street bridge) over the canal. No matter how well traffic is managed this old and narrow bridge will still represent a choke point which can only take one lane of traffic in either direction. At present this bridge is challenged to cope with the existing traffic volume which includes few buses. From a pedestrian and cyclists' point of view, I would not feel comfortable walking or cycling over that narrow bridge alongside lots of buses.
- 6) The toxic fumes from the level of bus traffic expected will be a serious health hazard to the residents. I have breathing difficulties and if this plan is implemented, I may have to move to another area and at my own expense.
- 7) Even if, in the fullness of time, the buses are to be electric powered, and heaven knows when this will be, the volume would still be challenging for residents.
- 8) An increased volume of bus traffic will be hazardous for cyclists and pedestrians even with the greatest care by drivers.
- 9) If sufficient pedestrian crossings are installed to allow normal safe crossing, then the progress of the buses will of necessity be slowed.
- 10) Upper Baggot street is very much a village with many restaurants, cafes, pubs and shops. This evening there were many people dining and drinking outdoors and this is the normal evening scene when weather permits. An increase in the volume of bus traffic would spoil this village atmosphere.
- 11) There are a significant number of elderly people who reside on Pembroke Road, including myself. Numbers 13-17 inclusive, Arranmore, is a dedicated residence for older people living independently. They have to cross the road to access the only Supermarket in the area. It's a

challenge at present but it will be extremely challenging under the proposed change. The plan does not appear to envisage any pedestrian crossings for Pembroke Road at present!

- 12) The cafes and shops in upper Baggot street are consistently busy throughout the week as there are a significant number of offices in the area with thousands of employees. Amazon and Sky are among the well-known names. The employees walk up, down and across the street throughout the day to avail of the services available. An increased volume of bus traffic is going to impact this activity negatively.
- 13) Upper Baggot street is the only main shopping area on both sides of the canal. The traders are fearful that the constant stream of large buses will make street crossing for pedestrians difficult and dangerous with a consequent negative impact on their trade.
- 14) There are also many events in the area which draw large crowds, such as football matches and music events at the Aviva stadium. Many attendees at these events have traditionally walked out from the centre city via Baggot street and Pembroke Road, very often in large numbers and often spilling on to the roadway. The potential for serious accidents will be increased with the increase in the volume of bus traffic.
- 15) The effect of working from home as a result of the covid lockdowns doesn't appear to have been factored into account when determining the need for increased bus services. How can such a volume of increased traffic be required if a significant number of employees are now working from home?
- 16) The proposal claims that this route will improve journey times. But how could this be? Baggot Street bridge can take only one lane of traffic in either direction. Baggot Street upper is a living village full of residents, workers from the large employers in the area and children attending the local schools. Pedestrian crossings are going to be needed to facilitate these people, and with a consequent delay in traffic progress.
- 17) If one was to take the most traffic friendly route from City centre/Fitzwilliam Street to Blackrock it would be via Mount Street and Northumberland Road. This route has wide roads, wide bridges and little in the way of competing pedestrian traffic. It is the obvious way to send the traffic and it's a mystery that it is not the chosen route.
- 18) Residents of the north side of Pembroke Road have no gardens for parking and they have traditionally parked their cars on the roadside. I understand that this plan will reduce parking spaces on the road by approximately 100 spaces. This is very unfair and a disincentive for anyone, especially those with school going children, to reside on the road. At a time when it is deemed desirable to encourage family living in the city, this seems a strange move.

Please do not approve this proposal. It is a bad idea that would spoil a central piece of Dublin's Georgian heritage. It would be regretted in future years just like the destruction of Georgian houses on Fitzwilliam Street for ESB office has been. The apparent need for this proposed increase in buses appears to be based on pre-covid studies and does not take account of changed work practices. If a significant number of people are now working from home where is the justification for such an increase in bus services? A study is required to determine the effect of this. If such a study indicates that an increase in the service from the city to Blackrock and UCD is still required, then the most suitable and sensible route is along Mount Street lower and Northumberland Road.

I enclose cheque for €50, being submission fee.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Maurice Cavanagh', written in a cursive style.

Maurice Cavanagh

To:

An Bord Pleanála

Strategic Infrastructure Division

64 Marlborough Street

Rotunda

Dublin 1