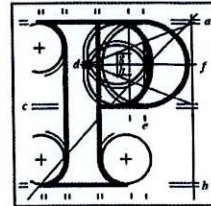


Our Case Number: ABP-313509-22



**An
Bord
Pleanála**

David Bradley & Marie-Therese Cooney
8 Nutley Lane
Donnybrook
Dublin 4
D04 P1H2

Date: 05 July 2023

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

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

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

AA02

Tel
Glaio Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Sarah Caulfield

From: Sarah Caulfield
Sent: Monday 3 July 2023 12:34
To: [REDACTED]
Cc: Klaudia Wieszowska
Subject: RE: For Attention of: Ms Sarah Caulfield, Executive Office, Strategic Infrastructure

Dear David,

The Board acknowledges receipt of your email and attached submission in relation to ABP-313509-22.

Kind Regards,
Sarah

From: David Bradley <[REDACTED]>
Sent: Saturday, July 1, 2023 4:12 PM
To: Bord <bord@pleanala.ie>
Subject: For Attention of: Ms Sarah Caulfield, Executive Office, Strategic Infrastructure

Dear An Bord Pleanála,

Could you please deliver the attached submission, in relation to your case ABP-313509-22, through to;

Ms Sarah Caulfield
Executive Officer
Strategic Infrastructure Development Section

Sent by post also.

Best wishes
David Bradley

8 Nutley Lane
Donnybrook
Dublin 4
D04P1H2

Ms Sarah Caulfield
Executive Officer
Strategic Infrastructure Development Section
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Also by email: bord@pleanala.ie

1 July 2023

Observations and Objections
An Bord Pleanála Case Reference ABP-313509-22
Belfield / Blackrock to City Centre Core Bus Corridor Scheme

Dear Ms Caulfield

Thank you for your letter of 2 June 2023, inviting our submission in relation to the NTA's own submission of 8 September 2022 on the above development. Please find below our comments on the three areas we have prioritised by us.

Bi-directional cycle lane.

The imposition of a dual cycle lane outside our home is a really big concern. **There is a huge issue with safety** – entering and leaving our house in the proposed configuration will place a high and unreasonable risk of collision with cyclists on us. In this location, at the corner, cyclists will (understandably) feel they are in a safe space to speed through and from both directions, regardless of lights etc., making safe entry/exit very difficult. **There is also a marked effect on access.** As the NTA clearly states, entry to / exit from our home is by giving way to pedestrians and cyclists. The expected increase in foot/cycle traffic in both directions will make entry very challenging, especially trying right into the property having come off the N11. It should be noted that we have two children with additional needs and access to the property extends beyond regular work - school transport, therapist and tutor visits etc. **Additionally, the positioning of a dual cycle lane directly outside our home places our two vulnerable children at increased risk.** The very least that should be considered is transfer of the cycle lanes back the other side of the road, as in earlier submissions. We would question why cycle pathways could not be separately accommodated along one of many parallel roads and be just as effective for cyclists. This would be considerably safer and we feel safety should be top priority here.

Traffic Congestion/Road Layout

The proposed "people movement" arrangements and road layouts will inevitably result in significant congestion at our home. Entry/exit will become very difficult. The NTA propose that the left-turn slip lane will be helpfully removed by the proposed layout. A simple observation of the current pattern of traffic will show that traffic turning left will **simply fill up the bus lane** as far back as Elm Park. In total, will place a reasonably constant barrier of pedestrians, bicycles and Bus/left turning blocking access to our property and creating a safety hazard. The NTA confirms that alternative road layouts other than their preferred option perform well (2.1.3.3). In particular, a single direction car traffic lane was proposed by the NTA themselves after initial consultation on the scheme. The NTA's preferred choices here makes little sense - spreading the burden/risks across sites would make more sense in terms of preserving community and reducing unintended consequences.

Quality of life

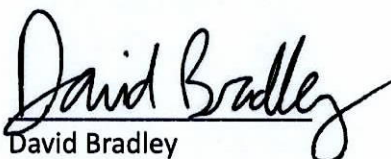
In essence, and regardless of suggestions from the NTA otherwise, the proposed intervention **markedly transforms our home** from a residential tree-lined street to a tarmac/concrete thoroughfare to facilitate transit in and out of the city. The proposed interventions remove a significant number of established trees and completely changes the liveability of the street to suit industrial/transit needs. **Alternative options** e.g. running the cycle path separate to the road, creating a highway for bus traffic through land adjacent to Radisson St Helens (as has been proposed before), reducing traffic to one direction on Nutley Lane, and others should be used instead. The NTA indicates that they will aim to address issues of air quality, noise and vibration "where practicable" (2.1.3.2). In our view, specific requirements must be placed on the NTA and their contractors to meet safe and acceptable standards.

Conclusion

Bus Connects is a very expensive and long-term intervention and convenience should not trump longer-term suitability, protection of communities and, most importantly, safety. Currently, safety of cyclists and accessibility of our home for our two vulnerable children are being compromised by the placement of a dual cycle lane in front of our house, which could easily be placed across the road, where there are no home entrances, or separated on a parallel route. The traffic flows and effect on community are also not optimised in the preferred options.

The NTA will of course have its own bias in terms of cost, ideology, timelines etc. in proposing their preferred options and no doubt has the resources and expertise to commission and interpret reports to suit its preferences. We would argue that the burden/impact of improving transit should be shared across the city/community and should never compromise safety of cyclists or vulnerable children with disabilities. We strongly object to the current proposals for the reasons above.

Yours Sincerely,


David Bradley


Marie-Therese Cooney

8 Nutley Lane
Donnybrook
Dublin 4
D04P1H2

Ms Sarah Caulfield
Executive Officer
Strategic Infrastructure Development Section
An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

Also by email: bord@pleanala.ie

AN BORD PLEANÁLA	
LDG-	
ABP-	313509-22
04 JUL 2023	
Fee: €	Type: /
Time:	By: post

1 July 2023

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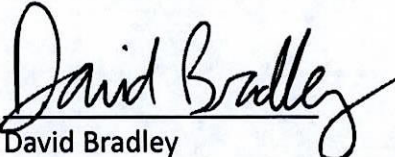
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