



Patrick Halpenny  
40 Nutley Avenue  
Dublin 4

**Date:** 13 July 2022

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

Dear Sir,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. A receipt for the fee lodged is enclosed.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this 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

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**An Bord Pleanála**

**Strategic Infrastructure Division**

**64 Marlborough Street**

**Dublin 1**

**To whom it may concern**

I write to you as a resident living on Nutley Avenue and wish to object to the proposed Bus Corridors on Nutley Lane. I understand this to be case 313509.

I respect the necessity and the basic principle to have better public travel but I do not think this is the solution.

I struggle to understand the logic connecting the Stillorgan Motorway with the Merrion Road by way of a Nutley Lane Motorway.

I would have thought Nutley Lane was called Nutley Lane because it was a lane and now it is proposed to make a Mini – Motorway for a short walk linking two main roads to the city.

Realistically I thought this proposal would be binned on budgetary grounds, the Covid ghost buses and the credibility of Bus Connects in New Zealand.

Nutley Lane is well challenged during busy times and this is obvious to anyone other than desk project engineers.

I assume someone has completed a traffic management plan but then again why would I assume that?

RTE, the local school, St Vincents Hospital, the new National Maternity Hospital, the shopping centre all add to a very challenging Lane environment.

Sadly there have been fatal accidents at the intersection of Nutley lane and Greenfield Park and recently a cyclist assaulted a pedestrian on Nutley Lane.

One might consider a few roundabouts and maybe traffic lights on the roundabouts to ensure total gridlock!!

You have to sympathise with large trucks trying to make the left turn into RTE for building development purposes and ambulances negotiating the Nutley Lane ramps with patients in need of critical attention rushing to spend 12 hours in St Vincent's Accident & Emergency.

Maybe a Park and Ride facility for expectant mums to the new Maternity Hospital will be the next great idea.

I am not a planning expert but tell me who uses Public Transport for a medical emergency?

Double Decker Buses on link roads – yes it is definitely up there – Visionary stuff.



Currently we have a giant car park for patients, visitors of the hospital and parents at school times before the increased demand of maternity patients.

I often meet patients and their carers from all over Ireland requiring cancer treatment having to feed parking meters and hospital visitors who struggle with parking zone regulations. Cancer patients usually do not get the bus.

The local school St Michaels provides another bottleneck with car passengers being delivered in the morning and collected in the afternoon and then there are buses of visiting teams.

What problem is this solution trying to solve that adds infrastructural cost to link the two main arteries going to and from the city? The Luas and The Dart are positive – Double Decker Buses – I am not so sure.

The large trucks delivering to Tesco contribute further to the traffic and congestion.

In the evening the traffic going up Nutley Lane is horrendous – absolute gridlock.

Does it really matter what is proposed - probably not - unless you wish to go somewhere quickly. The future will be one of accidents and gridlock.

Why the additional traffic? I don't know. Unless you are avoiding roadworks on one of the main arteries but what happens when the roadworks are on the Lane?

Trees – The lungs of the Earth that provide us with oxygen. Is this just a casualty of transport, change and innovation? Sad. So very sad.

The perception of incompetence, squander and a wish for bloated expenditure on a failing mode of public transport together with a lack of substance permeates.

It may be cheaper to provide everyone with a free electric car or a scooter.

I object.

Patrick Halpenny  
40 Nutley Avenue