

Siobhan McGee & Others
Woodbine Glemomena Resident's Association & Others
17 Woodbine Road
Booterstown
Co. Dublin
A94 KR76

Date: 18 July 2022

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


Dear Sir / Madam,

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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Siobhan McGee (Secretary)

On behalf of the Woodbine Glenomena Resident's association

17 Woodbine Road

Booterstown

Co Dublin

A94 KR76

12th July 2022

To whom it may concern,

The Woodbine Glenomena Resident's Association (part of the wider 'Montara' forum of resident's associations) wish to make observations on the planning submission for the Belfield / Blackrock to City Centre Bus Corridor Scheme. We think the time allowed to review such a substantial, technically demanding planning submission is difficult especially at this time while schools are closed and many of our residents are on holiday. This comes on the back of an earlier proposal to extend the cycle track from Booterstown Dart station and other changes to reduce the Trimleston Avenue to a single lane at the Rock Road junction. However, we have the following observations to make:

1. As a community we welcome the overall initiative to improve our transport network and are supportive of changes that improve the sustainability of our travel needs. We welcome improvements to the cycle routes as many of our residents are keen and enthusiastic cyclists.
2. In summary the overall initiative is aiming to achieve a lot in a relatively narrow, varied corridor that bounds a significant number of residential driveways, commercial properties entryways, protected / significant structures and environmentally sensitive areas. The existing width constraints have resulted in compromises that could lead to a fundamentally flawed and difficult journey for all road users at significant cost to the exchequer and disruption to the community. For example, the planned bus corridor is necessarily disrupted due to the width of the road at Wanderers Rugby club to a single bus lane. This will result in a backlog through the bus corridor, albeit that priority will be given to buses at these intersection points. In addition, at the same location the cycle track reduces to 1.4 M and variously 1.5 in other spots will make negotiating the track difficult. Along the length of the corridor, both cycle and bus lanes are interrupted at the various entry/exit points to a myriad of residential homes and commercial buildings. This will lead to difficulties for those entering/exiting their homes/places of work and will lead to additional dangers for pedestrians and cyclists alike.
3. The proposal is based on a single lane for cars, inability to enter bus lanes in preparation for left turn negotiation. In addition, the existing right filter lanes have been largely removed in favour of making room for cycle tracks. This will result in build-up of traffic on the single laneway in each direction. In particular, the removal of the right turn lane from Rock Road to Trimleston Avenue will significantly impact the residents in the Montara area (including Woodbine, Glenomena, Seafield and Trimleston represented by 3 separate committees).

4. We again note that the reduction of the Trimleston Avenue to Rock Road junction to a single lane will have a significant impact on this road and is likely to lead to a build-up of traffic as a single lane waits to negotiate a more limited traffic light sequence. We currently have 2 lanes at the lower end of this road and this ensures a better flow of traffic on the road. This was noted by various residents in the recent proposal but the final report did not address this and may have misunderstood the point. We urge that this is reconsidered as this will have detrimental impacts on our local area.
5. The proposal is based on a very limited and much reduced filter lanes for right turns. Of particular concern to us are the Rock Road to Trimleston Avenue junction. The lack of a right lane filter on the Rock Road to Trimleston Avenue mean delays for all road users of the Rock Road. This will make travel by car all but impossible in the future, even for those necessary journeys not possible by public transport or by bicycle.
6. Removal of the left turning lane from Nutley Lane onto the Stillorgan Road will result in a significant build-up of traffic on this very busy road and, while the cycle track is welcome, will come at a significant cost to patients attending hospital appointments and impact those using Nutley Lane and its associated roads. The removal of the footpath to facilitate the cycle track will have a significant impact as this route is a busy pedestrian route and one our residents use on a daily basis.
7. The proposed changes at the Nutley / Stillorgan Road junction will also have impacts on our residents travelling into town from the area as this requires us to traverse via the UCD flyover. It is already difficult to join this road safely during peak times, especially traffic wishing to join Nutley Lane. The additional restrictions on Nutley Lane will exacerbate this.
8. There are many proposed turn bans. This will impact the flow of traffic and, in some cases, necessitate a more circuitous route to reach your destination. This will have significant impacts on how we currently use the road network. Will these cumulative changes result in more traffic traversing this route in an effort to progress to Dublin Port and/or the Port Tunnel.
9. Various Toucan crossings means that pedestrians and mounted cyclists share the crossings in both directions. This could result in danger/difficulty for the pedestrian, in particular children as they traverse the crossings. Some cyclists do not always observe junctions, traffic lights and pose a significant risk to themselves and other road users, particularly pedestrians.
10. The bus corridor hours of operation are not clear. If 24-hours, access to/from associated roads & houses will result in constant traffic even outside of peak hours.
11. Environmental impact during both the construction and operational phases of the proposal are significant and it is not clear how these will be managed. The Natura Impact Statement sets out many mitigations to be put in place for the duration of the construction but it is not clear how these will be reviewed and managed during the construction. In particular we are concerned about Booterstown Marsh as it protected and excavation in this area is highly likely to disrupt migratory patterns of the endangered species. In addition, Japanese Knotweed has been identified in this area so any disturbance is likely to cause this to spread. How will this be managed.
12. The construction compound is located at what was Booterstown Carpark appears very small to accommodate storage of materials, plant, and equipment, management and welfare facilities and car parking for the entire project. The environmental assessment stipulates many mitigation controls such as how hazardous materials are stored and how the site is managed. It is not clear how this will be done, controlled and what oversight will be maintained on the contractor. In addition, it is not clear how the substantial risks associated

with this site and proximity to the two-way bike track, halting site and environmentally protect areas that bound the proposed compound site. Given that this is the single construction compound, will this result in all construction traffic returning and exiting from this location at the end/start of working. Will fuel be stored on this site to fuel the many vehicles? What other hazardous material will be stored here?

13. The estimated construction duration at 24-months would seem optimistic given our experience of much smaller initiatives in the past.
14. It appears that the plan is to deliver this project as a single initiative as there is no indication of phasing in what we have read. This will significantly impact this corridor for the duration will lead to significant traffic issues and potential hazard to all users of the roads.
15. The proposed gate at Pembroke Road to Baggot Street essentially prevents traffic moving from Ballsbridge to Baggot Street and will put pressure on the Donnybrook/Waterloo Road corridor onto Baggot Street and beyond.
16. The scale of the proposed scheme will mean that the roads and arteries of these roads will grind to a halt for the duration of development.
17. Is it possible that I note fewer bus stops than we currently have across the proposed pathway?
18. A very high level risk assessment of the proposal is outlined in the proposal and it states that appropriate mitigations will be put in place during the project. Given the scale of this proposal, it is not clear what control and oversight will be maintained by what body over the project duration and even during the operational phase of the corridor. How will residents feedback issues/concerns during the construction phase in particular but also when the corridor is in operation, especially during the early stages of operation while "teething" issues are being experienced.
19. Finally, we are concerned that our Archaeological, Cultural & Architectural heritage will be irrevocably changed by this proposed project. We appreciate the investigations that have been completed to date and included in the report but do not have the expertise or time to review this adequately ourselves. We would like to ensure that the appropriate national bodies with expertise in this area have been engaged to review such as the Archaeological Society of Ireland and other relevant bodies prior to work commencing. From a lay-person perspective, the risk of dismantling the likes of the Bloomfield gate no matter how careful, will materially change the Arch and there are many more significant structures noted in the various sections than this.

We thank you for reviewing the observations above and look forward to hearing from the board in due course.

Your Faithfully,

Siobhan McGee (on behalf & secretary for Woodbine Glenomena Resident's Association).

Seafield Residents' Association

9 Seafield Close

Boosterstown

Blackrock

Co Dublin

12/07/22

Seafield Resident's Association, part of the wider 'Montara' forum of residents' associations, wishes to make observations on the proposed Belfield /Blackrock to City Centre Core Bus Corridor Scheme.

Whereas infrastructural improvements to the public transport network are not only welcome, but necessary, some elements of the proposed scheme will have serious and negative consequences for the hundreds of households within the Seafield/Glenomena/Woodbine and Trimleston housing estates (colloquially known as Montara), situated right on the border of the Dun Laoghaire/Dublin City Council administrative areas.

Three design details at the junction of Trimleston Avenue and Rock Road are causing concern to our residents.

1) The removal of the double traffic lane at the end of Trimleston Avenue, where it meets the Rock Road. The proposed change will only allow one lane of traffic to form on Trimleston Avenue, feeding left and right onto Rock Road.

2) The placement of an inbound bus lane immediately after the junction with Trimleston Avenue, denying any room for traffic turning left from Trimleston Avenue to Rock Road to merge into the general northbound traffic lane.

3) The removal of the dedicated right turn filter lane (or pocket) for traffic turning right from the Rock Road into Trimleston Avenue. The right turn will be retained but from the single, outbound general traffic lane.

The only access point for traffic from the Montara area, to the coast road, both southbound and northbound, is to exit from Trimleston Avenue onto the Rock Road/Merrion Road.

Currently access is just about manageable at peak traffic times, with long queues of cars and bicycles stretching back up Trimleston Avenue. Congestion is relieved somewhat by the existence of two traffic lanes, close to the end of Trimleston Avenue. Traffic can queue at the junction, in parallel, preventing an obstruction in one direction hindering movement in the other. Once a left turn is made, city bound traffic can use the current left lane along Merrion Road while Strand Road (Merrion Gates) bound traffic can merge into the right hand lane on Merrion Road.

The proposed, single traffic lane on Trimleston Avenue will create serious and dangerous tail-backs along Trimleston Avenue, for both two and four wheeled traffic when left-turning traffic will not be able to move onto the main road, due to congestion building back from the Merrion Gates junction.

This congestion on Trimleston Avenue will be further exasperated by the proposed bus lane in place immediately on the city side of the junction. Emerging, left turning traffic will be denied any relief in trying to merge to the single, general traffic lane.

Our submission is that the proposed plan be revisited and serious consideration be given to the retention of the two lanes exiting from Trimleston Avenue and to allow space at the start of the inbound bus lane on Rock Road/Merrion Road, after the junction with Trimleston Avenue, for emerging traffic to gain reasonable access to the general traffic lane.

It is acknowledged that space will not allow the retention of the current filter lane, allowing traffic turn right from the city side into Trimleston Drive. However, consideration should be given to ensuring that traffic signals allow an extended period of time for outbound traffic to proceed, (either straight on or to turn right) after inbound traffic along the main road is stopped on red.

Yours Sincerely,

Roisin Hanna

Chair

Seafield Resident's Association

Stephanie Cummins
Trimleston Resident Committee
8 Trimleston Drive
Booterstown
Co Dublin
National Transport Authority

BusConnects Dublin - Belfield / Blackrock to City Centre

To whom it may concern,

I am writing in response to planned proposals in the Belfield / Blackrock to City Centre Core Bus Corridor Scheme.

After reviewing the planning documentation for this scheme our Trimleston Resident Committee (part of the wider 'Montara' forum of resident's associations) have some observations/concerns that we would like to be lodged, reviewed and addressed.

Our proposals are in relation to section sheets 8 and 9 of the general arrangement drawings:

After careful consideration to the proposed plans, we have concern over the following changes:

- a) Trimleston Avenue entrance currently has two lanes here where one is a filter to support traffic turning left on to Merrion road.
 - a. Our proposal: is for these two lanes to remain as is.
 - b. Resident concerns: Increased traffic congestion across the Trimleston estate including the main road Woodbine to Trimleston. Our estate has a large community and removing this filter will not allow for ease of traffic and will cause an increase in the overall congestion in the estate as well as the surrounding roads. At present, we are already seeing traffic backed up the estate with the existing two lanes so to propose to remove these will only make the matter worse.
- b) Merrion road currently has a right turn (filter/slip lane) to allow for traffic into Trimleston Avenue.
 - a. Our proposal: is for these two lanes to remain as is.
 - b. Resident concerns: With the suggested removal of this filter lane this will cause disruption and a standstill of traffic. Residents are concerned about the access into the estate and the increase of traffic congestion in that area with the removal of a filter lane. This will also lead to potential accidents where there will be a requirement for a cyclist or motorist to take this right turn all in the same lane as the ongoing traffic. We suggest that the filter lane remains.

c) In sheet 9 and 10, we are concerned regarding the suggested removal of TWO HISTORIC arches on the Merrion Road. It is not clearly mentioned in your Environmental Impact Assessment Report that both these arches are in fact historic and protected structures.

We are concerned that the plans are suggested to potentially move these arches further down the street. From our review the Historic Entrance Arches are protected.

a. Our proposal: is for these arches to remain as stands in their rightful place along with the Merrion Castle, which date of construction is going back to the 15th century.

b. Resident concerns: We are concerned that such protected Architectural and historical, structures are being moved and potentially could be damaged in the process of the proposal.

We would welcome the opportunity to further discuss these proposals and also a revised plan and solution to our concerns.

Sincerely

Stephanie Cummins

Trimleston Resident Committee