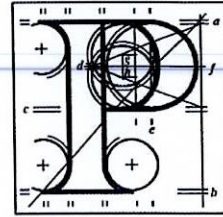


Our Case Number: ABP-313509-22



**An
Bord
Pleanála**

Dr. Pádraig Moran
38 Mapas Road
Dalkey
Co. Dublin

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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Dr. Pádraig Moran

38 Mapas Road,

Dalkey,

Co. Dublin.

11th July 2022

Re: Belfield Blackrock Bus Corridor 313509

Dear Sir / Madam,

I wish to submit observations regarding the proposed Belfield / Blackrock to City Centre BusConnect Scheme.

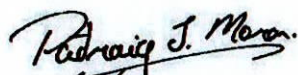
- The Scheme proposes a single bus lane, single general traffic lane and a segregated cycle track between Monkstown Road and Booterstown Avenue junctions. At present, this stretch of road is a mix of single and two lanes for general traffic which are unable to adequately address the volume of traffic using this route. Further restrictions on the capacity of this route will lead to even worse gridlock than already occurs.
- As a regular traveller to Dublin Airport, at 7am it takes over 30 minutes to travel from Monkstown Road to Booterstown Avenue – there are NO viable public transport services available from Dalkey to Dublin Airport, and the M50 route is twice the distance. The proposed scheme will increase this already excessive transit time.
- Transit times for patients travelling to SVUH Emergency Department will result in exacerbation of medical emergencies. Again, public transport is not a viable alternative.
- This will be further exacerbated by the removal of the left turn slip at Frascati Road with limited to no benefit.
- The proposed route is serviced by the DART line to the east and, N11 to the West. Provision of additional dedicated bus lanes is an inappropriate response to a continued failure by Dublin Bus / CIE to appropriately service these routes for decades.
- The proposal to replace the slip lane from Strand Road onto Merrion Road with traffic lights will lead to further traffic congestion on Strand Road southbound. Once again, there is a gross failure to address a 200 year old railway crossing that is inherently unsuitable for modern needs.
- The proposed removal of the slip lane at the junction of Pembroke Road and Lansdowne Road, conversion to a signalled junction will delay transit of vehicles leading to additional congestion. Further hindered by the reduction from 2 lanes of traffic inbound to one.
- The use of a bus gate on Pembroke road will have significant detrimental consequences for the surrounding neighbourhood and businesses in the Baggot Road area.
 - Vehicles will be forced to divert along Pembroke Lane or Baggot Lane – routes completely inadequate for the volumes of traffic that will rely upon the

- Alternatively, traffic will have to continue along Pembroke Road (already at capacity) or traverse to the N11 in order to reach St. Stephen's Green – again straining under current use.
- As a regular client of various business in the Baggot Street area, the proposals will have a negative impact on access and viability of this thriving neighbourhood.
- Diverting traffic from Baggot Street Upper to Waterloo Road and subsequently to Donnybrook will increase pressure on an already strained access route. Commuters will be forced to traverse back roads to minimize deliberate enforced hinderance of the flow of traffic. This will lead to excess traffic on minor roads and significant safety issues.
-

Overall, the proposed scheme is designed to hinder and frustrate commuters in the face of grossly inadequate public transport which is underserved by both the DART and N11 bus corridors, while endangering the businesses at the core of the Baggot Street area.

Thank you for considering my observations,

Kind Regards


Dr. Pádraig Moran