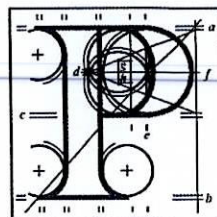


Our Case Number: ABP-313509-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

James O Shea
44 Dawson St
Dublin
Dublin 2
DO2YN72

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 observation or 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 the Local Authority and 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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Glaio Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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An Bord Pleanála
64 Marlborough St
Dublin 1

Case reference number: HA29N.313509
Bus Connects Core Bus Corridor UCD/Blackrock/Merrion Square

AN BORD PLEANÁLA	
LDG-	
ABP-	313509-22
12 JUL 2022	
Fee: €	50.00
Type:	CARD.
Time:	13:37
By:	HAND

Dear Sir/Madam

I would like to raise several serious concerns about the proposed Bus Connects Core Bus corridor that the Nation Transport Authority is seeking to create.

> The Upper Baggot St area is not an arterial route, it is a shopping and community area. The N11/Donnybrook/Leeson St route is a straight road into the city. From the Blackrock road via Ballsbridge and Mount St is another straight way to the city centre. Whether cycling or driving, these are the routes I myself take. It makes no sense to veer a bus corridor up Pembroke Road and Baggot St to take a circuitous route to get into town.

>As a community shopping area Upper Baggot St provides a healthy and pleasant mix of retail, service and dining options. These are dependent on patrons being able to access the area. As no parking garages are in the area, on street Parking and loading are essential to sustain the retail environment. By removing parking on Upper Baggot St, the NTA plan will greatly harm the local businesses and the amenities they provide the local community.

>Stopping the flow of traffic between Pembroke Rd and Upper Baggot St would serve to cut off the local community from its own shopping district. Stopping traffic from Mescal Rd entering Baggot St, restricting the width and flow of traffic on Haddington Road, cutting off traffic from St Marys Rd, preventing traffic from Waterloo Rd from entering Upper Baggot St is nothing short of cruel. Any plan that actively seeks to isolate a community and kill its local cultural and retail centre is a bad plan. The concept of planning must surely be to protect and preserve not destroy.


>As the aim of this particular Bus corridor appears to be sending busses to Merrion Sq, I must return to the point that veering off up Pembroke Road instead of proceeding straight ahead along Northumberland Road simply makes no sense. When one can travel in a straight line from Ballsbridge to Merrion Sq, via Northumberland Rd and Mount St, with its wide flat and modern bridge, how can anyone think that a circuitous route over the narrow Georgian Baggot St bridge makes sense? Furthermore, Northumberland and Mount St have little to no retail and certainly don't constitute a community shopping and social area.

>I am also deeply concerned about the accuracy and validity of data being used to support the need for this corridor. Having come through a Covid pandemic many offices remain closed, others half empty. The Govt wants people to have the right to work from home. Any decision made on outdated data is a dangerous decision. In circumstances where there is already a serious question regarding the logic of the NTA, to approve faulty logic backed by faulty data is a situation that cannot be let happen.

>Pembroke Road, Upper Baggot St and Lower Baggot St are at the heart of Georgian Dublin. The visual amenity they offer to tourists and locals should be cherished. Zooming

100 busses an hour through this special area hardly seems like an act of kindness or respect. Cutting neighbours off from their own shopping district is damaging to the area. Removing parking and loading(already in short supply) from Upper Baggot St will undoubtedly cause grave harm to the area. To turn a pleasant local shopping and leisure area into a blackspot due to forcing a Bus Corridor where it doesn't belong is something that I urge you to stop.

Yours sincerely,



James O Shea
James Herren Menswear
44 Dawson Street
Dublin 2
D02YN72