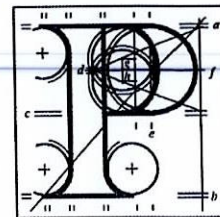


Our Case Number: ABP-313509-22



**An
Bord
Pleanála**

Hugh Tyrrell
11 Nutley Road
Donnybrook
Dublin 4
D04 C4H0

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

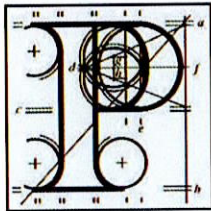
BL50A

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Dublin 1
D01 V902



An
Bord
Pleanála

Observation on a Strategic Infrastructure Development Application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's name

Hugh Tyrrell

(b) Observer's postal address

11 Nutley Road,
Donnybrook
D04C4H0

Agent's details

2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal address

Click or tap here to enter text.

Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

☒

The agent at the postal address in Part 2

☐

Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**
(for example: 300000)

Click or tap here to enter text.

- (b) **Name or description of proposed development**

BusConnects Dublin Core Bus Corridor

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Belfield/Blackrock to City Centre

Observation details

5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

As a strong supporter of public and active transport, a student who cycles everywhere and uses the bus otherwise, there's a lot to like about the whole BusConnects project. In particular in these documents, the sight of physically segregated bike lanes, bus lanes and pedestrian build-outs and planting are great to see.

There are some aspects that seem like they could be improved on though. For instance, there seem to be some locations where the introduction of bus lanes, and the retention of private traffic lanes, come at the expense of space for pedestrians and bicyclists. As I understand, the hierarchy of road users is pedestrians > bicycles > public transport > private cars, but there are parts of this project where it seems roads are widened yet the footpath is narrowed. For example on the last photomontages in Figure 17.2, we see several pedestrians trying to squeeze between a bus stop and a cycle path after Nutley Lane has been widened to four lanes. This seems like a challenge to someone in a wheelchair. One of the original options 1C was to make Nutley Lane bus-only and reroute private traffic, which seems a lot better than widening the whole road and narrowing the pavement just to accommodate cars. I thought I heard at one stage that the plan was to reallocate space away from cars to avoid having to widen the road and remove trees, but this looks like the opposite. Nutley Lane is a neighbourhood street as well as a key transport connection, and while I do appreciate its role in Dublin's bus network, to unnecessarily widen a local street like this seems poor from a sustainable town planning perspective, and will likely make it a less pleasant place to walk and be outdoors.

Kerb-segregated bike lanes are fantastic, but instead of very narrow single lanes I feel like a wider, two way system would be a lot better, like the Coastal Mobility Route in Dún Laoghaire, where you can ride two abreast when the way is clear, and overtake slower cyclists if necessary, and feel very safe and relaxed the whole time. Also, if there's bike lanes they need to be enforced, whether its cameras, gardai etc, because cars and vans will park in them no matter what.

I feel like not many cyclists will use the bike lane going east on Nutley Lane, as they'll have to wait for two pedestrian lights to continue straight past the hospital, whereas in the current situation many cyclists barely even wait for the traffic light at all to continue straight.

This is just my very unprofessional opinion. Just thought I'd comment as this project regards my locality and will significantly change it (hopefully for the better). Please don't delay in rolling out much needed safe transport infrastructure in Dublin.

5. Grounds

- Hugh Tyrrell

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

Fee

7. You **must** make sure that the correct fee is included with your observation.

Observers (except prescribed bodies)

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

☐

No, I do not wish to request an oral hearing

☐

Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

For Office Use Only

FEM – Received		SIDS – Processed	
Initials		Initials	
Date		Date	

Notes