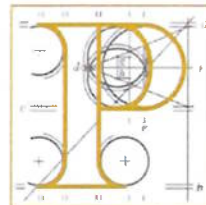


Our Case Number: ABP-317679-23



**An
Bord
Pleanála**

Rose Phipps and others
6 Chapel Avenue
Irishtown
Dublin 4

Date: 04 October 2023

Re: Ringsend to City Centre Core Bus Corridor Scheme.
Ringsend to City Centre, Co. Dublin.

Dear Sir / Madam,

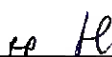
An Bord Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

If you have any queries in the mean time, please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 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

An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1 D01V902.

AN BORD PLEANALA	
LDG-	066843-23
02 OCT 2023	
Fee: €	50 Type: Card
Time: 15:34	By: hand

1st October 2023

Ringsend to City Centre Core Bus Corridor Scheme. SID Case Ref. 317679.

Dear Sir/Madam,

We wish to express our concerns and reservations regarding the proposed cycle route through Bayview/Pembroke Street/Strand Street, Irishtown, outlined in the 'Ringsend to City Centre Core Bus Corridor Scheme.'

As detailed in the Scheme, the suggested cycle route would run parallel to the old granite sea wall along Bayview/Pembroke Street and into Strand Street. On Strand Street however, it then cuts in a westward direction across the Green, forms a loop around the bottom of the Green, and turns back up towards the 'Drain', across the top of the car park at Strasburg Terrace, and enters Ringsend Park.

While acknowledging the importance of enhanced cycling infrastructure, as keen cyclists ourselves, we firmly believe there are alternatives which would by-pass Bayview/Pembroke Street/Strand Street entirely or at least cause less substantial disruption to the Strand Street Green in particular as well as the roadway.

Proposed Alternative Options:

Option 1:

Extend the existing standalone cycle path on Sean Moore Road onto Pigeon House Road and Cambridge Road to Thorncastle Street, as a 'quiet way'. This option would allow for potential future connectivity to the Dodder Greenway.

Option 2:

Establish a cycle path on the existing greenway on Pigeon House Road between the road and the East Link Wall. While unsuitable to vehicular traffic, this stretch is suitable for a cycle path and it would run parallel to the proposed LUAS link to Glass Bottle.

Option 3:

Install the cycle path behind the old sea wall at the Sean Moore junction and continue it in a straight line into Ringsend Park, thereby avoiding any encroachment on the Bayview and Strand Street Greens.

Option 4

Slightly increase the width of the existing footpath on Strand Street which runs parallel to the old granite sea wall and allow it to become a combined pedestrian/cycleway. If the combined route (as proposed on p.14 Appendix A, General Arrangement Drawings, from Marker F50700) can accommodate all anticipated users, there is no reason for a separate cycleway. This would avoid cutting the Strand Street Green off from residents, would be far more cost effective and could be extended to the Sean Moore Road junction, thereby also reducing the impact on Bayview/Pembroke Street.

The Strand Street and Bayview Greens are more than just green spaces - they serve as cherished gardens for the residents of Strand Street, Chapel Avenue, Bayview, Pembroke Street and the surrounding streets where the vast majority of homes do not have front or rear gardens. They function as quiet biodiverse havens, providing habitats for birds and foxes; they contribute to the health and well-being of the community; and they actively support environmental sustainability through various initiatives undertaken by local residents and our Tidy Towns & Environment group. They are where our children played and where their children now play.

The potential severance of the Green and the loss of trees on Strand Street would be deeply distressing and would adversely impact the health and well-being of residents and would disrupt the natural habitat of wildlife, which we actively encourage in this area.

Regarding parking on Strand Street, the Proposal appears to eliminate current on-street parking outside homes 17 to 27 (where there are six vehicles). The suggested replacement is three parking spaces, one to be an accessible parking bay but there appears to be no accommodation whatsoever for the remaining vehicles, bearing in mind that two of the six are essential to the livelihoods of two families.

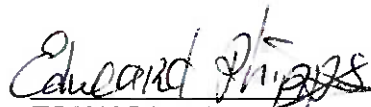
The lack of knowledge or attention to detail in the Proposal concerning Irishtown and Strand Street in particular is very concerning and this was equally evident during the NTA Public Consultation in 2019. We are firmly of the view that the short Irishtown aspect of the Proposal requires far more careful consideration, if it is to be included in the Scheme.

While we actively support measures addressing climate change, including improved cycling facilities and public transport, we emphasise the importance of community engagement, and respect for residents' concerns. The residents of Chapel Avenue, Bayview, Strand Street and environs have a strong sense of community and a commitment to preserving the area's heritage and natural environment. We request that our voices be heard, and that our concerns and recommendations be given due consideration.

Yours sincerely,



ROSE PHIPPS
6 Chapel Avenue
Irishtown
Dublin 4



EDWARD PHIPPS
6 Chapel Avenue
Irishtown
Dublin 4



PAULINE CAULFIELD GREGG
4 Bayview
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THOMAS GREGG
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