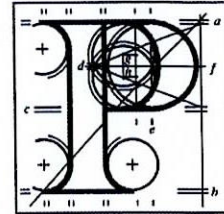


Our Case Number: ABP-313892-22



An
Bord
Pleanála

Rachel Byrne
33 Monck Place
Phibsborough
Dublin 7

Date: 21 July 2023

Re: Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme
Blanchardstown to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the matter 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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

AA02

Teil	Tel	(01) 858 8100
Glaos 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

Rachel Byrne

An Bord Pleanála,
64 Marlborough Street,
Rotunda,
Dublin 1,
D01 V902

3rd July 2023

AN BORD PLEANALA
LDG- _____
ABP- _____
05 JUL 2023
Fee: € _____ Type: _____
Time: _____ By: Reg

RE: **Observation on the Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme.**
Case Number : ABP-3138922-22

Dear Sir/ Madam,

I am writing as a resident of Phibsborough, residing in the precinct of streets of Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square; in observation to the Blanchardstown to City Centre Core Bus Corridor Scheme.

From correspondence received dated 08/06/2023 it has been decided that that the application will be determined without an oral hearing. The correspondence submitted on the aforementioned date noted that supplementary observations/ submissions could be made by me.

Below is the content of my previous recorded observation dated 22nd August 2022 which is on the Board's website under 'responses' section. I enclose the same content below for ease of reference as it sets out the same observations that pertain the Bus Connects application as submitted to the Board.

The only additional note I would like to be taken consideration of is pertaining to the responses submitted to the board in respect of the proposed intervention at Monck Place. Many of the responses by non-residents of Monck Place raised concerns about the intervention at Monck Place requested that no intervention be placed on Monck Place due to the restrictions placed on using the residential road as a through route for ease of vehicular use from the North Circular Road / Cabra Rd onto the Phibsborough Road . This highlights the issue expressly that the residential road will become more heavily burdened with additional vehicular traffic without any intervention. Interventions such as turn bans as proposed by the NTA in the current proposal will relieve the road of Monck Place from additional burden due to the BusConnects proposals. This turn-ban to avoid overuse of a residential road network as through roads is a common feature of roads in the area as existing, such as 'Stella Avenue' in Glasnevin and has recently been implemented also on Rathdown Road in part due to residents concerns over the impact of Bus Connects on their road. Therefore as this is a routinely orthodox traffic management strategy deployed such as at the afore mentioned Stella Avenue in the existing road network it appears to be a reasonably judged proposal that is workable. As there are many such examples of roads with turn bans it is reasonable to assume that these residential roads have effective local access to individual properties. I therefore conclude that the proposed interventions at Monck Place under BusConnects are consistent with existing traffic road network interventions through the use of turn bans.

Monck Place is a designated residential road and not an arterial route. It is inappropriate to burden the residential road of Monck Place with additional through traffic due to BusConnects for the health, safety and welfare of residents on that road. To do so would be contrary to the objectives of BusConnects to implement interventions which seeks to bring about transport evaporation and

encourage the public to use public transport. I conclude that the intervention of turn bans under this current proposal by BusConnects/NTA on Monck Place to mitigate the impacts of BusConnects on Monck Place are consistent with the existing road network strategy for roads in the district which have a similar context or constraints. Heretofore any such interventions have been undertaken by the local authority under the associated Road Act and have not been subject to planning procedures to the Board (* Example Rathdown Road local access road only by Dublin City Council). I would ask that the the Board considers the above and my previously submitted response when determining the application of Bus Connects Blanchardstown to City Centre Core Bus Corridor which also has an interface with the BusConnects Ballymun spine.

Below is the content associated with my previous submission which still pertains to this submission.

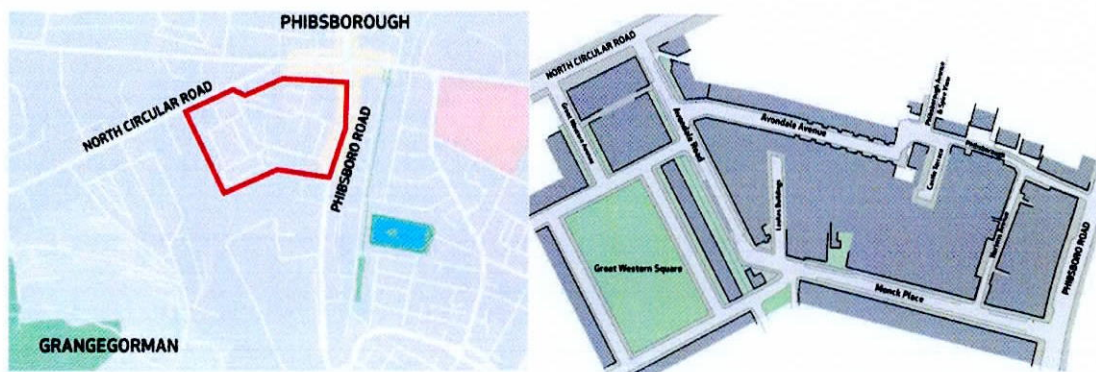
Observation as previously submitted 22nd August 2022:

'Introduction

The local network of streets in which I reside, *Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square*, have the potential to be severely disrupted by vehicular traffic displacement caused by Bus Connects (both the current application for the Blanchardstown to City Centre and the imminent application for the Ballymun to City Centre Corridor).

In recognition of this possibility, the Bus Connects professional team have actively and positively engaged with this community during the design and planning phase of the proposed Corridor.

The proposed alterations to vehicular traffic movement to the local network of streets in which I reside contained in the Bus Connects Blanchardstown to City Centre Core Bus Corridor Scheme reflect a resolution of my concerns.



Red line Outline of environs of Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square (left) and detail plan layout of streets (right)

The local Environment at Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square

The streets of Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square are old and narrow residential streets, first appearing on the 1829-41 6 Inch Dublin First Edition

Bus Connects Proposal & Detail plan at Avondale Road/ Monck Place & Avondale Avenue

In recognition of the foregoing concerns highlighted by the local community at the 2 pre-application consultation meetings, the design and planning professional team at Bus Connects/ NTA were proactive in their recognition of these legitimate concerns raised.

The roads at Monck Place, Avondale Road & Avondale Avenue have now been included in the Bus Connects scope of application, with proposed traffic movement restrictions now applied to these roads to prevent the future misuse of these roads for rat-running traffic:



Extract of Bus Connects Plan to restrict traffic flow at Phibsborough Road, Monck Place & Avondale Avenue ('Phibsborough')

I understand that these restrictions will reduce the ease of access for residents of my local roads, however in the context of the alternative (no preventative measures), the Bus Connects/ NTA proposal is far preferable. I note the NTA's traffic modelling projected an additional 300 vehicular movements on these roads per hour upon implementation of the Bus Connects corridor, should no preventative measures be put in place.

Paradoxically, I also note that should the intent of Bus Connects be successfully delivered, the City can look forward to future time of reduced vehicular traffic congestion and roads better prioritised for pedestrians, cyclists and users of public transport. In this context, I do not understand the above measures to be an imposition, rather a necessary undertaking to enable better movement for all residents of the City.

In summary, I commend Bus Connect/ NTA for their meaningful and positive engagement with my local community. I support the Bus Connects/ NTA proposal to alter the movement of vehicular traffic to my local roads, with all the consequential benefit this will deliver. I ask that should an oral hearing be required as part of the application process, that I be included as a participant in the oral hearing.'

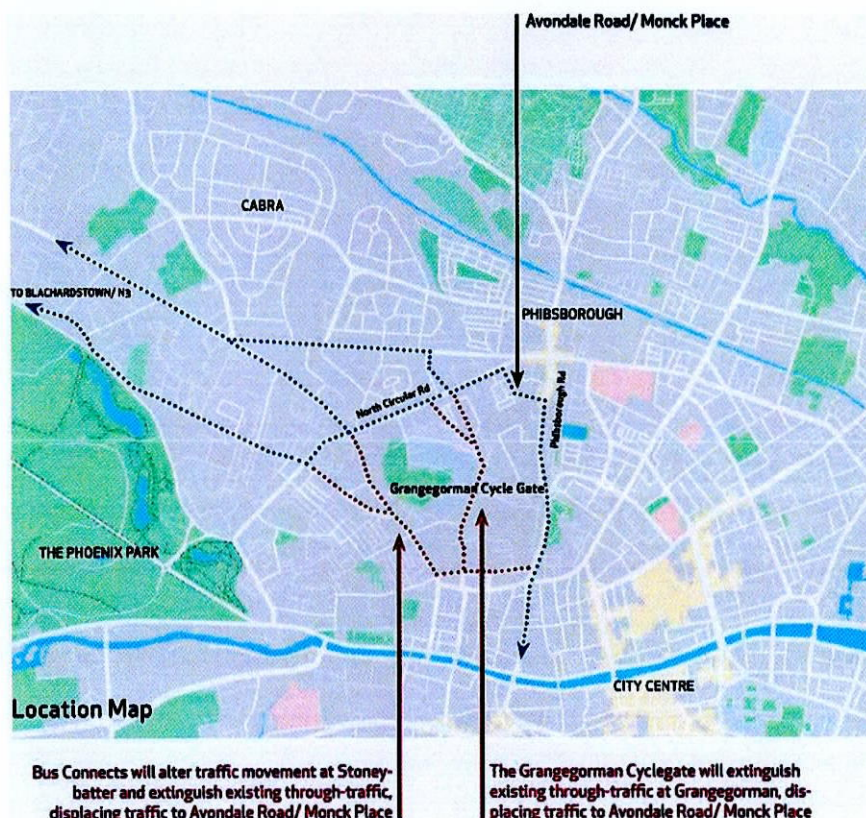
(End of submission dated from 22/08/2022)

Observation made by:

Rachael Byrne (33 Monck Place , Phibsborough, Dublin 7)

- the associated decommissioning of route options in Stoneybatter (to correctly mitigate the effect of Bus Connects on those communities) and
- the closure of the vehicular route option through Grangegorman.

This would all have the net effect of funnelling all vehicular traffic travelling from the Blanchardstown direction to the City Centre though the only remaining route option: Avondale Road & Monck Place (with associated paths via Great Western Square & Avondale Avenue).



This outcome would be negative for a number of reasons:

1. Any remaining car-route option for motorists to complete a journey with ease to the city centre represent an undermining of the Bus Connects objective: to promote modal shift from private motor car to a public transport option.
2. The augmentation of the narrow streets of Avondale Road & Monck Place as a rat-run would be a wholly inappropriate consequential effect of the Bus Connects Plan and severely dis-improve the quality of the local environment for the community of residents.
3. Any downgrade of the liveability of urban communities is a negative outcome and is counter to multiple policy platforms that recognise the innate sustainability of compact city living.
4. It could be assumed that further augmentation of the Avondale Road & Monck Place rat-run would be accompanied by an ongoing augmentation of the road safety issues & accidents witnessed on these roads.

Maps. In recent decades they have witnessed an augmentation of vehicular through-traffic, given their layout and location as a rat-run to avoid the North Circular Road/ Phibsborough junction.

Their historic design and layout have not been conducive to this traffic augmentation and an increase in traffic accidents has been the result.

Furthermore, the streets are residential in nature, with a mixed community of both elderly residents and families with young children. The ability for a sustainable urban community of residents to prosper is hampered by the use of the communities streets as a traffic artery. Air Quality, safety of more vulnerable road users, noise and vibration are all aspects of the local environment in this location that are demonstrably dis-improving over recent times.

Bus Connects is a significant infrastructural project that has a clear logic to induce a more sustainable urban transport modal shift. I support the decarbonising of movement for the City's residents. In this observation I note that in tandem with the wider Bus Connects Objective, the protection and improvement of quality of local environments that are affected by the Bus Connects scheme is also paramount. Both objectives are mutually compatible and I support how the Bus Connects plan has managed these resolution of both as the relate to my local area.



Images of community improvements & environmental efforts of upgrade, Monck Place

Pre-Application Consultation

Prior to the lodgement of the application to An Bord Pleanála for the Blanchardstown to City Centre Core Bus Corridor Scheme, the Bus Connects/ NTA design and planning team met with an open forum of residents of Monck Place, Avondale Road, Avondale Avenue, Leslie's Buildings and Great Western Square. Two meetings were held, via Zoom, with multiple attendees (devices) from residents. The dates of these meetings were:

- Wednesday 18th November 2020
- Wednesday 24th February 2021

At the meetings, the residents set-out their concerns regarding the combined effects of:

- the removal of vehicular traffic lanes & route options proposed in Bus Connects to facilitate unimpeded Bus Corridors,