

Observation submission by Connaught Street Resident's Association

C/O Resident's Association Committee Member Dr Lucy Chadwick, 84 Connaught Street,
Phibsborough, Dublin 7, D07 YV02

Re: CPO: Blanchardstown Bus Corridor, Case Reference: KA29N.313961

The Bus Connects project has the real potential to improve our city and its urban village communities for many pedestrians, cyclists and for bus passengers.

In that regard a number of the changes introduced in the Blanchardstown Bus Corridor for the Navan Road and Stoneybatter area are to be welcomed. In particular, the introduction of segregated cycle lanes, the widening of footpaths and improvement in the public realm will constitute real improvements for the Stoneybatter area.

However, there are a series of other changes, introduced under this Bus Corridor scheme in Schedule Part III (Section B), Description of Public Rights of Way to be Restricted or Otherwise Interfered With, which are located outside of the core bus corridor route of the Navan Road and Stoneybatter area and which involve serious impacts for the communities involved, in particular our own and surrounding communities as residents of Connaught Street.

These changes were not subject to public consultation and they were only introduced at the "last minute" in the context of the application to ABP for the Compulsory Purchase Order.

We believe some of the changes put forward are not proportionate, it is not clear what precisely they fix, some of the changes contain significant adverse impacts for our area, no mitigating measures are put forward to improve road safety for vulnerable road users in the worst affected areas and crucially, these impacts will not be addressed by any other bus corridor proposal.

According to the submitted documentation the proposed scheme *"is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe and integrated sustainable transport movement along the corridor."* (Ref: www.blanchardstownscheme.ie)

As residents of Connaught Street in Phibsborough, considered in the Indirect Study Area of this core bus corridor, we would like to state that this proposal will severely negatively impact our area in terms of safety of all users of our road, in terms of greater pollution, and in terms of severely curtailing access to both recreational, education and medical facilities in the area. Connaught Street, a 100% residential street in a Z2 zoned area (residential conservation areas), is being used as a main corridor to move all displaced vehicular traffic away from the Core Bus Corridor Route, with little or no background data given to support the decision to make it so.

Connaught Street is to be completely destroyed by the proposed road network alterations to achieve not only this Core Bus Corridor but also the Finglas/Ballymun Corridor, we must appeal to you to refuse this proposal as it will not enable or deliver efficient safe or integrated sustainable transport movement along the corridor, or surrounding the corridor. It purports to provide a system to move those from the end of the route to the city centre, it does not allow for any circular travel, and will result in a much more uncomfortable and unsafe living environment for those who live and work in the area.

While our objection would no doubt cover several other areas along the bus corridor, we have only concentrated on the area between Phibsborough and the City Centre.

We have grave concerns about the planning application that has been made for the Blanchardstown Bus Corridor and urge you to reject it for the reasons below:

1) **Inaccessible documentation:**

Even narrowing our focus to the study area mentioned above, proved quite difficult to ascertain the proposed impacts of the development, with large amounts of the documentation referring to high level statistical philosophy or methodology and data manipulation which is well beyond our combined ability to interpret.

The information submitted as part of this application is very difficult to read and follow for members of the public. The overall BusConnects scheme is not adequately described nor is it considered in terms of the cumulative impacts of several routes in more central locations. The fact that the two bus corridors which affect Connaught Street are not being looked at together, as the Finglas corridor has yet to be submitted, is an underhanded tactic used to create greater confusion for members of the public on the cumulative impact of these routes.

The sheer size of application including physical size of documents to view online is confusing. On the webpage for this application, the following is the options for members of the public:

- Environmental Impact Assessment Report (116 tabs)
- Compulsory Purchase Order (4 tabs)
- Appropriate Assessment Screening Report (1 tab)
- Natura Impact Statement (8 tabs)
- Supplementary Information (59 tabs)

Nowhere on these tabs does it indicate corridor layout, drawings etc. If a member of the public wishes to see the impact of the proposal on their home, how are they to find the required drawings of documentation which indicates the changes and gives justification for these changes.

It is very difficult to navigate the vast amount of documentation provided. For example, if one was looking for the background information supplied which was the basis for the route, it is difficult to follow. The submitted application shows both Stage 1 documentation, preferred route documentation and preliminary design documentation. None clearly state this is the route – this is the baseline data – this is the result.

Additionally, we would like to raise that the file names e.g. BCIDC-ARP-GEO_GA-0005_XX_00-DR-CR-0038 (Sheet 38 of 40) are not adequate or readily accessible drawing names for members of the public.

Overall, the documentation submitted in support of this planning permission was not understandable, transparent or accessible for members of the general public, in particular those being affected by these changes. There is also no signposting of changes that have emerged since the many public consultations, nor rationale for the same.

2) **No Public Consultation on the new changes – there must be an Oral Hearing on the Impact of these changes.**

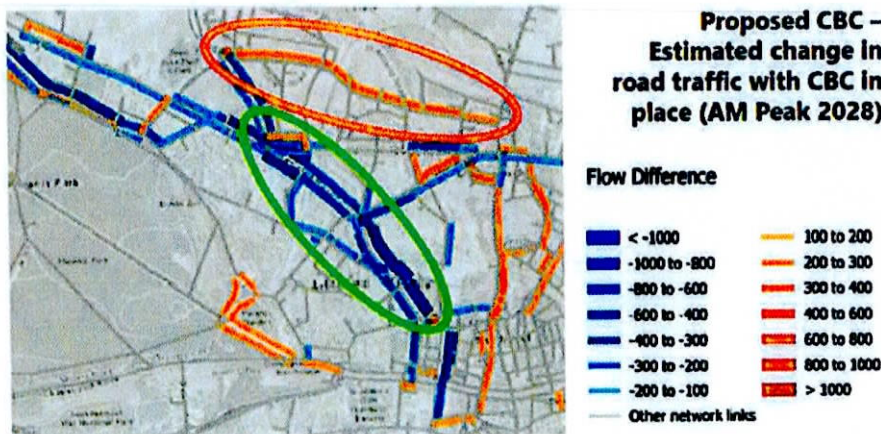
There are three road restriction changes proposed in the CPO application for the Blanchardstown Bus Corridor, none of which were set out in any of the proposed designs issued for public consultation since the Bus Connects project commenced in 2018.

The final preferred route was the result of three separate and rigorous stages of consultation since 2018 and yet none of the three proposed restrictions appeared in the [final preferred route](#) publication dated March 2022.

A number of changes were negotiated at a local level with residents' groups, in particular **Annamoe Road and Annamoe Terrace** (ref. B1) residents and their efforts to ensure their road does not become a "rat run," arising from the displaced traffic from the Old Cabra Road has meant significant changes to the original proposal which has dire consequences for our area. It is not clear why one resident's group would be successful in their endeavours to engage with the NTA to the severe detriment of another area such as ours.

We have raised at every stage of the consultation with the NTA our concerns as to any increase in traffic flow on Connaught Street/Fassaugh Road/Fassaugh Avenue/St Peter's Road. It appears that our concerns on the impact on Fassaugh Avenue, Fassaugh Road and Connaught Street have gone unheeded. The adverse impacts arising from the closure of the Old Cabra Road to general through traffic will now be exacerbated by the new changes. As Connaught Street Resident's Association we have engaged fully with all the public consultations directly with the NTA and also through regular contact with TDs, Senators and local councillors. See all the attached exhibits in Appendix 1. Despite this none of the things that we raised have been taken into account and in fact we are in a worse position now than at the beginning of the process in terms of unacceptable effects on Connaught Street residents and residents of the surrounding areas.

Modelled traffic flows for our road have also increased significantly since the NTA's Route 5 traffic modelling report (Nov. 2020. Pg 104) which illustrated the impact that closing Old Cabra Road to private traffic would have on the surrounding area. The major decrease in traffic volumes for Stoneybatter (circled in green) were forecasted to bring about major increases on the Fassaugh Avenue/Connaught Street corridor (circled in red):



When this report was released Connaught Street was projected to experience an additional 200-300 vehicles per hour during the morning peak. We already have a perennial queue of traffic for the

junction with Phibsborough Road. We raised our concerns even with this lower proposed traffic flow increase at that time (see submission attached in Appendix 1). Bearing in mind this appears to have been compared with current baseline – which is not available to us in this current submission.

Despite this in Chapter 6 of the current submission it discusses the increased flow that is expected for Connaught Street in 2028 if all the proposal is allowed. The amounts are as follows:

Orientation	Map ID	Road Name	Do Minimum Flows (PCUs)	Do Something Flows (PCUs)	Flow Difference (PCUs)
	A.4	Tower Road	1,186	1,294	+108
North of R147 Navan Road, west of rail line	A.5	Dunmanus Road	630	974	+344
	A.5	Fassaugh Avenue	613	964	+351
	A.5	Fassaugh Road	594	954	+360
	A.5	Rathbome Avenue	327	563	+236
	A.5	Rathbome Drive	217	493	+276
		A.6	Berkeley Road	521	845
	A.6	Berkeley Street	584	909	+325
	A.6	Bolton Street	1,571	1,879	+308
	A.6	Botanic Avenue	323	427	+104
	A.6	Church Street	1645	2,033	+388
	A.6	Church Street Upper	1,229	1,463	+234
	A.6	Connaught Street	500	868	+368

AM peak 2028, flow increase per hour.

As you can see it is now looking like an increase of 368 cars per hour in the morning peak against the “Do Minimum Scenario” which is a significantly worse position to be in than we were at the previous consultation.

In that context, the NTA has been inconsistent and arguably unfair in its dealings and responses to concerns raised locally, it has failed to attempt to resolve all major local adverse effects, it has created new problems while addressing problems elsewhere and, in that context, it is vital that an Oral Hearing takes place for the ABP assessment of the Blanchardstown Bus Corridor.

3) Concern about the marked rise in Traffic flows and the associated safety impact from the new changes

These specifically relate to our road - Connaught Street and the surrounding areas of St Peter’s Road, the junction at St Peter’s church, Fassaugh Avenue and Fassaugh Road with additional concerns for Dowth Avenue and Cabra Road.

Restricting general traffic from the Old Cabra Road coupled with the no through access southbound on **Annamoe Terrace and Annamoe Road** plus no southbound access to the North Circular Road from **Charleville Road** (ref. BE) means that all Cabra to Stoneybatter traffic will now be displaced as far as St Peter’s Church junction in Phibsborough or to Skreen Road and Blackhorse Avenue.

Furthermore, southbound traffic from Glasnevin to large parts of residential areas in Phibsborough and along the North Circular Road will now be displaced off the Phibsborough road, onto Connaught Street, St Peter's Road and onto the junction at St Peter's Church in order to access the NCR.

A number of serious concerns arise:

- **Connaught Street now has to deal with displaced traffic coming from two opposing directions- southbound traffic from Cabra and southbound traffic from Glasnevin.** Dramatic increases in traffic flows are forecast (discussed below) and yet there are no mitigating measures put forward to protect vulnerable road users such as cyclists along Connaught Street. As per our previous communications with the NTA about Connaught Street and its lack of suitability for an increase in traffic flow, the reasons in summary are:
 - Connaught Street is extremely narrow. Vehicles compete to get past one another on the tight carriageway without causing damage to one another. Residents' car wing-mirrors are often damaged. When a larger vehicle tries to squeeze down the street, it does so to blaring horns and slows traffic in both directions.
 - Pinch-points exist on the already narrow footpaths where public lighting columns are set. It is often necessary to step onto the carriageway to allow another pedestrian or a buggy to pass. This is particularly evidenced at the pedestrian crossing on Connaught Street at the junction of Connaught St/St Peter's Road where it is extraordinarily narrow. Two pedestrians cannot pass each other in this area – let alone a vulnerable pedestrian for example someone pushing an infant in a buggy or a wheelchair user.
 - There is no allowances for cyclist safety on the road and it is a very hostile environment for cyclists already – given that 2 cars cannot pass abreast, let alone allow safe space for a cyclist.
 - It is already an unusually difficult transport environment for a residential street, particularly when you bear in mind that only approximately 50% of households in Phibsborough own a car (according to previous submission to the NTA by Rothar and Phizzfest).
 - The presence in the area of a large number of schools (see below) and Naomh Fionbarra GAA Club, meaning there are a lot of vulnerable children and young adults needing to walk or cycle to and from school and activities.
 - The area has a large demographic of elderly persons – who need to be assured of safe access to local services as pedestrians and car drivers.
- **Displaced traffic flows are being actively routed in front a primary school on St Peter's Road.** St Peter's National School is only marginally stepped back from the road and the NTA's proposed changes completely undermine the "school zone" measures taken by Dublin City Council to protect school users.
- **Fassaugh Avenue, Fassaugh Road and Cabra Road will take on additional traffic arising from the changes on the Old Cabra Road, yet no mitigating measures are proposed such as continuous segregated cycle lanes.** There are seven schools that are accessed predominantly from the Connaught Street / Fassaugh Avenue / Road corridor yet no

protections or mitigating measures have been put forward for active road users arising from increased road traffic flows. These schools are:

- 1) St Peter's National School;
- 2) Christ the King Girls;
- 3) Christ the King Boys;
- 4) Broombridge Educate Together;
- 5) Cabra Community College;
- 6) St Finbarr's; and
- 7) Gael Scoil Bharra.

The traffic these generate is already huge and the risk to school children on this road already high, which as you may remember unfortunately led to the death of a child on Fassaugh Road on his way home from school due to a collision with a bus in 2007. The risk to safety and the quality of life of our residents does not seem to have been considered in the enormous increase in traffic that the proposed Blanchardstown Bus Corridor scheme would create for our street.

From detailed evaluation of the documentation, it does not appear that any mitigation measures are planned for Connaught Street/Fassaugh Avenue/Fassaugh Road and St Peter's Road to allow for this enormous increase in traffic. So, no measures appear to be proposed to address vulnerable road user safety, noise, vibration, air quality.

There also does not appear to be any impact assessments undertaken on the impact that essentially "driving around in circles" will have in allowing residents to have adequate traffic flow in local areas to access amenities.

It also needs to be raised that Connaught Street is extremely close to the Mater Hospital and ambulances regularly use our road for access to the communities of Cabra, Ashtown and Navan Road area. Increased traffic on Connaught Street/Fassaugh Avenue/Road is a danger to citizens of the area as emergency services will not be able to access them, as the road is so narrow there is no way at all an ambulance could pass a row of cars which will inevitably be stationary due to traffic congestion. As discussed above it is not possible for even 2 cars to pass abreast on many parts of Connaught Street currently due to the narrow road width. This would also become a citywide issue as the emergency vehicles would get stuck in this area unable to pass traffic.

This also applies to access to Connaught Street and surrounding areas by fire engines. This is already a challenge due to the narrow roadway and a recent example is the attendance of the fire service to a property on Connaught Street on Sat Aug 13th 2022 (~8pm), where multiple fire engines arrived to a property (between St. Peters Road and Connaught Parade) resulting in no traffic being able to go down the road for ~10 to 15 mins.

In Chapter 6 of the submission it states: *"The biggest increases are predicted on Blakestown Road, Connaught Street, Fassaugh Road and Fassaugh Avenue."*

It also states: *"The biggest reductions are predicted on Blanchardstown Road South, North Circular Road, Castleknock Road, Blackhorse Avenue and Ratoath Road."*

It makes absolutely no sense that the massive reduction in traffic on a much bigger road in the area (North Circular Road) is being diverted onto a very narrow, residential road like Connaught Street/Fassaugh Avenue/Fassaugh Road.

With the enormous proposed increase in traffic flow on our road we have concerns for the health of people on our street - not just the residents of the street but the large volume of pedestrians who use our footpaths, between children walking to and from schools in the area and commuters walking towards Phibsborough, as well as cyclists who already struggle to make their way in either direction due to the narrow road and high volumes of traffic. The high volume of idling cars will make the air on our street toxic for the wider community of active travel commuters making it less attractive at a time when such travel should be encouraged.

4) Modelling

We have serious concerns about what is published in the Impact Assessment report set out in [Appendix A6.4](#).

- **Failure to use the appropriate baseline in estimating future impacts.** The baseline used for the published modelling results is not based on current traffic flows but on a "Do Minimum" scenario for 2028. The 2028 scenario includes a number of future transport projects which have yet to commence or be completed and there is no guarantee they will be completed by 2028 with the consequent impacts on traffic flows in the area.

In that regard, it must be argued that the baseline is artificially deflated and that the estimates under a "Do Something" scenario do not reflect the extent of the impact of the proposed bus corridor.

Furthermore, the absence of a baseline build on current traffic flows precludes us as residents of a highly affected area from adequately assessing the impact on our area from the BusConnects changes. As we noted at the start of this submission, we very much support the overall aims of BusConnects, we want to see a significant traffic modal shift in this city and in our communities, however failure to publish modelling that compares the current situation with future traffic flows does not present a comprehensive picture of the changes to communities such as ours.

It is presumed that the tables in Chapter 6 refer to the number of additional cars proposed to travel on Connaught Street per hour although this is not clear. According to table 6.65 – Road Links where the 100 Flow Additional Traffic Threshold is Exceeded during AM Peak Hours. Connaught Street is defined as P6 (Map ID). Under the "Do Minimum" flows there is 500 (PCUs), "Do Something" 868 (PCUs) with a flow difference of +368.

According to table 6.70 – Road Links where Link Threshold of 100 Combined Flows is Exceeded (PM Peak Hour) Connaught Street is defined as P6 (Map ID). Under the "Do Minimum" flows there is 641 (PCUs), "Do Something" 1,179 (PCUs) with a flow difference of +538.

According to diagram 6.25 which refers to 'Flow Difference on Road Links, PM Peak, 2028 Opening Year Connaught Street appears to have a combined flow difference (Passenger Car Unit) of up to 600.

We have a number of issues with the modelling which we deem to contain many faults, and can be summarised as follows:

- **Flawed classification system of the impacts which sees areas forecast to experience an 80% increase in traffic flows being described as a "low impact" change.** In appendix A6.4 of the EIAR, Impact Assessments, the following are estimated when comparing a "Do Minimum" with a "Do Something" (i.e., BusConnects) scenario at PM peak hour:

- An 80% increase in hourly traffic flows at the junction of Connaught Street and Shandon Crescent,
- A 55% increase in hourly traffic flows at the junction of Fassaugh Ave and Dingle Road,
- A 64% increase in hourly traffic flows at the junction of Fassaugh Ave and Bannow Road.

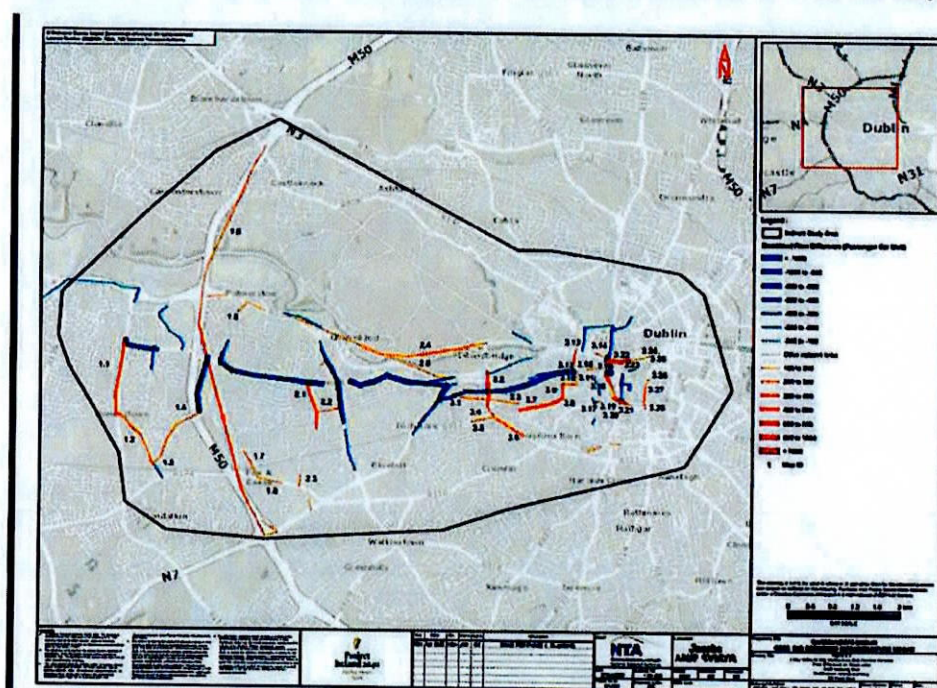
Each is described as having “not significant” effect and “negligible” impact.

Furthermore, there is an estimated 70% increase in peak hourly traffic flows at the junction of Connaught Street and St Peter’s Road. This was described as being a “low impact” with “moderate” effect. It appears that only areas that are forecast to experience increases in traffic volume to beyond 85% of road capacity are classified as having any impact at all.

In effect, the classification minimises and deliberately downplays the traffic impacts arising from the proposed changes and this is simply inappropriate both for vulnerable road users but also for those living in these areas. Additionally, it doesn’t provide baseline data for the current traffic flow in any area it is impossible to know how much of an impact it will have on residents of our road and surrounding areas as it is impossible to make a “like for like” evaluation.

- **Inadequate referencing and lack of consistency in documentation:**

In Chapter 6 section 6.4.6.2.8.3 “General Traffic Flow Difference – Am Peak Hour” a diagram 6.4 is referenced as being as extract from Figure 6.7 in Volume 3 of this EIAR. Having reviewed this document in pdf format from the website (map reference: BCIDE-JAC-ENV_TT-0007_XX_00-DR-GG-0004) it is clear that the Cabra/Phibsborough area is not included on this map with annotations as seen below it is left grey with no indication of traffic flow differences show on this map.



Therefore, this reference is incorrect and we cannot find anywhere in the documentation the correct source for Diagram 6.24 in Chapter 6.

Additionally, it is not at all clear if this diagram referenced above takes into account the traffic flow effects of all the proposed bus corridor schemes or just the Blanchardstown one. At a meeting with Hugh Creegan and others from the NTA on Wednesday 27th July 2022 (also attended by Senator Marie Sherlock) Dr Lucy Chadwick, a member of Connaught Street Resident's Association Committee, asked a number of questions about traffic modelling. The NTA at the meeting were clear that the modelling undertaken on traffic flow as shown in the tables in Chapter 6 is only in relation to the Blanchardstown Bus Corridor so the compound effects of all the corridors and in particular the Finglas/Ballymun corridor which will also massively impact our area and has not yet been brought forward for planning permission.

5) Discrepancies in the maps submitted as part of the planning permission:

The drawings submitted as part of the application are not clear, either in terms of legibility or in terms of ease of access. The legibility of directional arrows, road features or even road names even when magnified on the screen is difficult to interpret and there are several discrepancies in terms of drawings of junctions and description of development in terms of cul-de-sacs, new junctions' layouts resulting in one way or no way for cars. These maps are inconsistent with both the stated purchase orders and the information provided at the meeting with the NTA described on the previous page.

For example, we have taken the drawings for three junctions for which we are familiar: Charleville Road, North Circular Road, Cabra Road and Monck Place

a. Charleville Road

On the document "Blanchardstown to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2022" Schedule Part III Section B Reference BE (page 934) it states: *"All rights of vehicular traffic (except pedal cycles and other bicycles) in a southeast-bound direction (from Charleville Road to North Circular Road) over that section of the public right of way at the junction of Charleville Road and North Circular Road in the County of Dublin and between the lines BE1 and BE2, shown coloured green on the deposit map reference 0005-DM-0028."* According to Chapter 4 of the EIAR, the reason for this proposed change is 'to minimise general traffic levels on local side streets. This is inconsistent with the annotations on the map referenced here as on the map it shows in Drawing file name: BCIDC-ARP-GEO_GA-0005_XX_00-DR-0038 at the junction of Charleville Road and Cabra Road a symbol and words "CUL-DE-SAC EXCEPT BICYCLES" which would indicate that road is not open to traffic in either a southeast-bound or northbound direction. Additionally, this same map shows at the junction of Charleville Road and North Circular Road the annotation "NO THROUGH ROAD SIGN" and it is not clear if this is for one direction only or both directions. At the meeting mentioned above the NTA stated that the closure of Charleville Road to through traffic was only for southbound traffic but the map is in direct contradiction to this so it cannot be deemed to be clear for lay people looking at this documentation.

b. Annamoe Terrace & Road

On the document "Blanchardstown to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2022" Schedule Part III Section B Reference BI (page 935) it states *"All rights of vehicular traffic (except pedal cycles and other bicycles) in a southwest-bound direction (from Annamoe Road and Annamoe Terrace to Annamoe Road) over that section of the public right of way at the junction of Annamoe Road and Annamoe Terrace in the County of Dublin and between the lines BI1 and BI2, shown coloured green on the deposit map reference 0005-DM-0027."* This is inconsistent with the annotations on the map referenced here as on the map it shows in Drawing file name: BCIDC-ARP-GEO_GA-0005_XX_00-DR-0030 at the junction of Annamoe Terrace and Annamoe road a symbol and

words "No through road" which would indicate that road is not open to traffic in either a south bound or northbound direction. This change is also on the very edge of the mapped area which makes it very hard to see and not at all accessible to a lay person. At the meeting with the NTA as mentioned above they stated that the closure of Annamoe Road to through traffic was only for southbound traffic but the map is not aligned to this and it is confusing so it cannot be deemed to be clear for lay people looking at this documentation.

In addition to the discrepancy between the maps and the other documentation we also object strongly to all of these road closures in their entirety due to the effects it will have for our road and surrounding roads. All of these road closures and restrictions will have a massive effect for the communities living north of the Cabra Road and will hugely hamper the ability of residents to access amenities for example Lidl Supermarket in Cabra and the Phoenix Park. The increase in traffic that these closures would bring to Connaught Street in particular will put the safety of our residents in extreme jeopardy.

c. Right turn at St Peter's Church – not shown on map

In order to allow the flow of cars from Cabra Road to North Circular Road in light of the proposed closure of Charleville Road and Annamoe Road to traffic going North to South and also the loss of use of Old Cabra Road as it is proposed to be bus only, at the meeting with the NTA on 27th Jul 2022 (as referenced earlier) it was confirmed by NTA members present that the current turning ban at St Peter's Church would be reversed. At present turning from Cabra Road to North Circular Road is banned at this junction and vice-versa. However, this change is not stated anywhere in the proposed documentation that we can see and it is not annotated on the relevant map: Drawing file name: BCIDC-ARP-GEO_GA-0005_XX_00-DR-0039 (sheet 39 of 40).

Additionally, despite the NTA members stating at this meeting that turning circles were evaluated for up to HGV sized vehicles we can find no evidence in the documentation that turning circles were in fact evaluated. Additionally, we can find no indication that a safety audit has been undertaken to ascertain how this will affect vulnerable road users e.g., cyclists and no evidence as to how this will affect traffic flow in the area, nor justification for this proposed change.

We have major concerns on the potential road safety impact due to the lifting of the no-right turn and no-left turn at St Peter's church junction. There are serious concerns about cycle safety arising from the proposed changes at this narrow V shaped junction. Already three lanes of eastbound traffic and two lanes of westbound traffic merge at this junction. There will be increased eastbound traffic flows due to the Old Cabra Road changes on top of the 25,864 east/west daily vehicular movements at Dalymount (EIAR Vol. 4 of 4) and it is very difficult to see how vehicular traffic will cleanly manoeuvre this V-shaped junction. Questions arise about compliance with best practise in junction traffic management.

However, in light of the road closures mentioned above and the ban on traffic on Old Cabra Road it is imperative that the road closures are not approved without another solution to traffic flow from areas North of the Cabra Road to North Circular Road and Stoneybatter, that does not involve increased traffic flow on Connaught Street and St Peter's Road.

It is clear that no scenario planning was undertaken to look at potential local traffic flow when putting together this proposal, especially in light of the "last minute" changes since the consultation.

6) Ballymun/Finglas bus corridor:

This will also have massive impacts on the area and in particular the centre of Phibsborough and Connaught Street/Fassaugh Avenue/Fassaugh Road. Without combined modelling of these 2 proposed corridors, it is impossible to get a true picture of the potential issues that BusConnects raises for our road.

An example of an area of Phibsborough that we feel is being inappropriately changed by the proposed Blanchardstown Bus Corridor scheme but will also be massively affected by the as yet to be released Blanchardstown and Finglas Bus Corridor schemes is the area adjoining the Phibsborough Road, and traffic restrictions in this area will have an enormous impact on the traffic flow in our area too.

An example of this is Monck Place and Avondale Road. On drawing number BCIDC-ARP-GEO- GA-0005_XX_00-DR-CR-0039 (Sheet 39 of 40) it indicates that Monck Place will become a cul-de-sac with two signs proposed indicating no left turn and no right turn onto Phibsborough Road except for bicycles. The closing on Monck Place and the Phibsborough junctions results in all the residents from Phibsborough, Phibsborough Avenue, Spire View, Castle Terrace, Avondale Avenue, Norton's Avenue, Monck Place, Leslie's Buildings, Avondale Road, Great Western Square and Great Western Villas approximately 200+ residential units, will have to exit out onto the Avondale Road/North Circular Road junction, regardless of where they wish to travel in the city. This is just one example of the numerous, inconsiderate blanket changes to junctions with little or no consideration of the residents of the area or justification for their closure.

We believe that the proposed changes for Monck Place and Avondale Road massively overstep the changes that should be attributed to the Blanchardstown Bus Corridor.

7) Data collection:

We have serious concerns about the inadequacy, appropriateness and robustness of the data collection, and the data used for modelling for this scheme.

For the purposes of this objection, we would like to concentrate on the following issues in relation to Connaught Street:

- Traffic and Transportation
- Air Quality
- Noise and Vibration
- Road safety Audits

a) Traffic and Transportation – Chapter 6 of the EIAR

This is a key chapter in the EIAR which provides baseline data to ascertain the impact of the proposed development on surrounding streets. It should be noted that the transportation modelling calibration and validation used for the strategic model and micro-simulation models feeds into all other sections of the EIAR in terms of proposed traffic volumes throughout both the route and the surrounding roads which will be affected. This in turn feeds into the impacts associated with the Construction Phase and the Operational Phase and the necessary mitigation measures required to alleviate some of these impacts.

According to section 6.2.5 of the chapter 'Data Collection and Collation', it states that traffic surveys were undertaken in November 2019 and February 2020 with the surveyed counts used as inputs to

the model calibration and validation proves of the strategic model and micro-simulation model. The two types of counts used in the study are Junction Turning Counts and Automatic Traffic Counts.

Journey Time Data was taken from TomTom Traffic Stats portal from 2019. It states that this data excludes all bank holidays and days close to those dates, which is unclear as to what this means.

Again, this data was used from the development of the strategic model and micro-simulation models.

Since the baseline studies were completed there have been a number of major road closures and alterations in the area from Phibsborough to the City Centre. These include the permanent closure of Grangegorman Lower and Capel Street, the reduction of the North Quays to a single lane to provide for new cycling lanes, a segregated cycling lane from the canal to the Liffey along Constitution Hill to give a few examples. This has resulted in a reduced road capacity for both public and private vehicular traffic. It has resulted in a much longer travel time from Phibsborough into the City Centre on both Bus, Luas and private car due to tail backs at key junctions. These major changes to the current transport system have not been taken into consideration in any of the baseline data and so it cannot be considered sound to base all the modelling on out-of-date, faulty, inaccurate data.

The Chapter concludes that *'the results of the assessment demonstrate that the surrounding road network has the capacity to accommodate the redistributed general traffic as a result of the Proposed Scheme. The majority of assessed junctions that required further traffic analysis have V / C ratios that are broadly similar before and after the Proposed Scheme implementation. Overall, it has been determined that the impact of the reduction in general traffic flows along the Proposed Scheme will be Positive, Significant and Long-term whilst the impact of the redistributed general traffic along the surrounding road network will be Negative, Slight and Long-term. Thus, overall, there will be no significant deterioration in the general traffic environment in the study area as a consequence'*. This statement is misleading and inaccurate. The applicants have not provided any evidence to prove that the surrounding road network has the capacity to accommodate the redistributed general traffic.

They conclude that for the surrounding road network the predicted impacts will be negative and long term however they also state that *'Given that the Proposed Scheme results in a positive impact for walking, cycling, bus and people movements, mitigation and monitoring measures have not been considered for these assessments. The impacts to general traffic and parking / loading, including the mitigation measures incorporated into the Proposed Scheme have been outlined in Chapter 4 (Proposed Scheme Description) of this EIAR. No further mitigation measures are required to be considered as part of the Proposed Scheme.'* No mitigation measures have been considered for the negative long-term effects on the surrounding road network either in this chapter or in Chapter 4.

b) Air quality – Chapter 7 of EIAR

According to the methodology undertaken to the air quality impact assessment is outline below:

- A detailed baseline air monitoring study has been undertaken in order to characterise the existing ambient environment in areas along the Proposed Scheme. This has been undertaken through a review of available published ambient air monitoring data and site-specific ambient air monitoring at sensitive locations along the Proposed Scheme.

- Predictive calculations have been performed to assess the potential air quality impacts associated with traffic alterations associated with the operation of the Proposed Scheme at the most sensitive locations.

Connaught Street is not in any of the description of the study area, even though the rerouting of traffic will result in significant increases in traffic levels throughout the day.

The baseline ambient air quality environment has been characterised through a desk study of publicly available published data sources and site-specific baseline ambient monitoring surveys. The most recent reports considered in the desktop study was the Air Quality in Ireland 2019 report. This means that the baseline desktop study is 3 years out of date.

With regards to the site-specific baseline monitoring study, the chapter is confusing in terms of when this was undertaken and what it entailed in terms of sampling locations. The chapter firstly states that the study was undertaken at monthly intervals from November 2019 to June 2020 as part of the air quality assessment for NO₂ using diffusion tube monitoring at 10 locations. Section 7.3.2.2 of the same chapter states that *'monitoring at 112 locations was completed for a seven-month data collection period (with six diffusion tube change overs between 15 November 2019 to 8 June 2020). However, due to COVID-19 impacts on the baseline traffic environment, the final two data sets (16 March 2020 to 8 June 2020) are considered non 'typical' baseline data and therefore are not included in the baseline data set.'*

Finally, it also states in the same section that *'the ten monitored locations in the vicinity of the Proposed Scheme are shown Table 7.17 and Figure 7.1 in Volume 3 of this EIAR. Table 7.18 and Diagram 7.4 outlines the results of the baseline NO₂ diffusion tube monitoring over the period 15 November 2019 to 16 March 2020.'*

In any case whatever the site-specific monitoring entailed it cannot be considered an adequate study of the indirect study area in particular. There was little or no monitoring locations beyond the proposed corridor, the study was only undertaken at 10 locations along the entire 10km of the proposed corridor and the study was not undertaken over a year long period, rather 4 months, and the table of the results of the study also included 'lost' results for several monitors within this short period thereby reducing the amount of baseline data again.

On the figures included with chapter 7 in the EIAR, it illustrates that for the various pollutants (nitrogen dioxide (NO₂ - 200µg/m³ NO₂) and nitrogen oxides (NOX), particulate matter (PM) with an aerodynamic diameter of less than 10 microns (PM10), PM with an aerodynamic diameter of less than 2.5 microns (PM2.5), lead (Pb), sulphur dioxide (SO₂), benzene and carbon monoxide (CO)) in both the Construction and Operational phase that the 'significance of the modelled change in the annual mean concentrations of these pollutants would be negligible.' This is physically impossible if the modelled increased number of vehicles to travel on Connaught Street is to come about. To have an additional 1000 cars on a confined residential street, even if idling is not considered, will have an impact on pollutant levels. This proves that the applicants have not adequately modelled or measured the effects of the proposal on the adjoining streets.

According to section 8.2 Air Quality as *'vehicle emission technology improving, it is anticipated that impacts associated with the Proposed Scheme in this location would be short-term. In general, the impacts associated with the Operational Phase traffic emissions are predicted to be overall neutral and long-term.'* We believe it is not considered appropriate to mitigate the negative impacts of your development by depending on others to act on your behalf i.e., the negative impacts of traffic concentrations on Connaught Street, due to the redirection of traffic onto the street to reduce

conflict on the bus route, will result in increased levels of traffic pollutants due to idling traffic outside residential units. This impact will be negative but short lived as these vehicles may change to electric vehicles as their owners replace them but this is not guaranteed

c) Noise and Vibration: Chapter 9 of the EIAR

For the baseline noise surveys, attended surveys were undertaken at a total of 18 locations along the length of the Proposed Scheme during July to September 2020. An unattended survey was undertaken at two locations during September 2020. It should be highlighted that these surveys were undertaken during Covid restrictions and cannot be seen as an accurate reflection of the true baseline noise levels.

Baseline vibration surveys were conducted during July and August 2020 at a number of locations adjacent to existing bus lanes within Dublin City. It should be noted that capacity on buses at this time was restricted, increasing only to 75% on July 19 2020, as part of Covid restrictions and so is not a true reflection of baseline vibration levels. None of the baseline vibration monitoring locations are within the proposed development area (they are in Harristown and on the Malahide Road).

Section 9.4.4.1.1 refers to calculations of road traffic noise levels during the operational phase of the development. It states that *'the output of the traffic modelling has been used to undertake a detailed analysis of traffic noise levels changes. The noise impact assessment has focused on all modelled roads within 1km of the Proposed Scheme red line boundary to assess the potential noise impacts on the surrounding road network. Review of the traffic modelling outputs confirmed that a 1km zone was sufficient to capture all roads with potential noise impacts resulting from the operation of the Proposed Scheme.'* Again it is noted that the traffic noise level changes are based on the traffic modelling, which is based on faulty and inaccurate baseline data.

According to section 8.4 Noise and Vibration of the Non-Technical Summary of the EAIR *'During the design year, 2043, increased traffic noise levels will occur along a small number of roads adjacent to the Proposed Scheme as a result of traffic re-distribution during daytime periods. During the long-term phase, indirect impacts are calculated as positive, imperceptible to minor and long-term, to negative, slight and long-term. The overall prevailing long-term impact associated with the Proposed Scheme is positive to negative and slight.'* Again, this is confusing, how can an impact be both positive and negative at the same time in the same location.

d) Road Safety Audit

Appendix M1 Emerging Preferred Route Road Safety Audit – the Audit submitted is for the Blanchardstown to UCD Bus Corridor and not the Blanchardstown to City Centre Bus Corridor. It was also completed on 16th June 2018, but has September 2018 on its front pages, four years prior to the application being submitted.

Section 4.1.1 states that *'No details have been provided to the Audit Team of an assessment of the likely effects on the surrounding road network. Some of these effects could have safety implications (e.g., where unsafe parking takes place, or where capacity issues arise on the adjacent road network leading to driver frustration, unsafe manoeuvres and/or rat running within residential areas where there are high volumes of vulnerable road users).'*

The audit recommendation *'Undertake an assessment of the effects of the proposals on traffic and parking on the adjacent road network. Where necessary incorporate measures to address any issues which may arise as a result of the proposals on the adjacent road network, including any safety measures which may be necessary'*.

According to the Road Safety Audit Feedback Form at the end of the Audit, with regards to section 4.1.1's problem. This problem was acceptable by the applicants, and the recommended measures were accepted. No Assessment of the effects of the proposal on traffic and parking on the adjacent road network was seen in the submitted documentation.

According to the checklist at the end, pg. 30, the following was not included in the audit brief:

- The design brief
- Departures from the standard
- Scheme details such as signs schedules, traffic signal staging
- Collision data for existing roads affected by the scheme
- Traffic surveys
- Previous road safety audits

How can this audit be considered to be complete or to any way endorse this application when none of the above seems to have been taken into consideration, or provided to those creating the audit, prior to its completion.

As this audit was completed in 2018, it does not include the most up to date design of the various junctions. For example, Study Area Section 3, Sheet 5 of 8 shows the Aughrim Street Manor Street Junction, still indicates the parking and also indicates that this will be a through road for all traffic unlike the proposed application.

Appendix M2 – is referred to as Stage 1 Road Safety Audit and was completed in July 2021 according to the front page. It states that 'The Road Safety Audit took place during December 2020 and comprised an examination of the documents provided by the designers. In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 14th December 2020.... In May 2021, a revised design was submitted to the Audit Team, which prompted the need for a revised Stage 1 RSA Report.'

This audit had 40+pages of observations in terms of the proposed scheme, and alterations that were required. Again, according to Appendix 1 of this document the checklist at the end, pg. 42 states that the following was not included in the audit brief:

- The design brief
- Departures from the standard
- Scheme details such as signs schedules, traffic signal staging
- Collision data for existing roads affected by the scheme
- Traffic surveys
- Previous road safety audits

Even though it was stated that revised drawings were submitted after the original audit was completed, several of these drawings appear to still have a number of unresolved problems.

It is clear that the proposed scheme would massively increase the volume of traffic on Connaught Street/Fassaugh Road/Fassaugh Avenue and St Peter's Road, all of which are residential roads which are wholly inappropriate for such an increase. This will have huge impacts on resident's lives and health and cannot be allowed to happen.

We have engaged wholly at every stage of the NTA consultations as evidenced in Appendix 1 and we are extremely disappointed to not only have none of our concerns addressed but to also be in a worse position now than in the early consultation rounds.

Overall, we believe the impact of the new and additional changes introduced at the CPO application stage for Bus Connects must be subject to an Oral Hearing at An Bord Pleanála. Unfortunately, the late addition of the changes set out above has significant adverse consequences for particular parts of our community, and our road in particular, and should not be approved without addressing all of the concerns set out above.

We therefore urge you to reject this proposal so that all of our concerns can be adequately addressed.

Yours sincerely,

The Connaught Street Resident's Association

Appendix 1: Interaction by Connaught Street Resident's Association with NTA consultations

Timeline of activities by CSRA and our members in relation to Bus Connects as listed in the minutes of our resident's association meetings:

6/11/20

Busconnects –resident's association member Paul McCarthy attended meeting.

12/11/20

Paul attended meetings - concerns noted re. increasing traffic and congestion on Connaught Street.

Public info consultation on in December 16th ad webinar on 17th December. Patricia Carroll from CSRA and Paul McCarthy attending.

Impact of Grangegorman road closure on Connaught Street traffic – great concerns.

Local representatives emailed re. Bus Connects concerns.

19/11/20

Patricia Carroll attended BusConnects (5) webinar and fed back to committee. Concerns raised at webinar re. traffic congestion on Connaught street. Problems acknowledged as issue. Environmental concerns also raised as issue given pollution etc. Submission to Transport Ireland re. BusConnects to be in by Dec 16th. CSRA to push to re analyse flow data which was originally done before Grangegorman closure.

Concerns also raised regarding BusConnects plans and the number of schools in the area and increased traffic from Fassagh Road to Connaught street.

Lucy Chadwick contacting local representatives regarding issues raised at meetings.

4/3/21

Email from Paul McCarthy who met with the NTA. Final adjustments made to BusConnects route plans. NTA seek confirmation with Phibsborough residents' association are agreeable to the plans for the area – feedback to NTA via Paul McCarthy that we will not support this plan.

23/3/21

Meeting took place with other resident's committees in the area over bus connect concerns.

BusConnects aiming for agreement with Connaught Street i.e traffic calming measures and some environmental measures like trees.

Submission made on 16th December by CSRA on BusConnects route 3 and 5. No feedback from BusConnects submission – committee raised concerns and to follow up on same.

CSRA to contact local representatives regarding submissions. Multiple emails from Lucy Chadwick to various representatives circulated to CSRA.

24/3/21

Email again to local representatives including Pascal O Donohoe regarding joint residents meeting and concerns that CSRA submission not taken onboard.

6/4/21

CSRA to email BusConnects and look for feedback and info. Re. traffic calming measures previously proposed.

Email to Hugh Creegan on 1/4/21 expressing concerns over increased traffic on Connaught Street and the fact that Grangegorman closure not included as part of assessment. Submission to BusConnects re sent.

6th April – Reply from BusConnects team – stating submission and concerns are being considered. It was noted in the email that the the environmental/transport impact assessment was not finalised and the impacts on Connaught Street was not fully determined. A public consultation will take place. Next meeting for Bus connects is April 13th.

8/4/21

Email response from Pascal O Donoghue – same response as BusConnects response

AGM – 27/4/21

BusConnects raised at AGM multiple times. CSRA will object when BusConnects apply for planning permission.

TDs and local representatives contacted regrading BusConnects plans. CSRA asking for a remodelling of plans and for traffic estimates to be re-evaluated.

CSRA plan to do template for BusConnects objections and encourage all residents to object individually. CSRA will submit objection also.

30/11/21

Transport plan circulated to CSRA. Consultation is 17th Dec. Info sessions 2nd and 7th December which CSRA engage with. Submission put in on behalf of CSRA.

9/12/21

Transport plan consultation discusses.

Primary business case to be approved before applying for planning. CSRA encourage residents via Facebook to submit feedback via portal. Individual CSRA members to also do the same.

29/3/22

BusConnects primary business case approved.

Blanchardstown planning permission due to be submitted – end of may

Finglas/Ballymun planning permission due to be submitted– start of July

CSRA to watch dates and submit objections.

Connaught Street Residents' Association,
Phibsborough,
Dublin 7.

11 December 2020

Core Bus Corridor Project,
National Transport Authority,
D02 WT20.
By electronic submission only

Re: Consultation on Bus Connects Routes 3 and 5

To whom it concerns

We welcome the introduction of a more connected, functioning bus network in Dublin. We have reviewed recent submissions made by other groups in Phibsborough, for example by Rothar and Phizzfest and support the submissions made in same. The purpose of this letter however, is to outline a number of concerns about the major consequences of the above routes, Route 5 in particular (Blanchardstown to Dublin City Centre) for the community on Connaught Street.

Connaught Street is extremely narrow. Vehicles compete to get past one another on the tight carriageway without causing damage to one another. Residents 'wing-mirrors are often damaged. When a larger vehicle tries to squeeze down the street, it does so to blaring horns and slows traffic in both directions.

Pinch-points exist on the already narrow footpaths where public lighting columns are set. It is often necessary to step onto the carriageway to allow another pedestrian or a buggy to pass. It is already an unusually difficult transport environment for a residential street, particularly when you bear in mind that only approximately 50% of households in Phibsborough own a car (according to the submissions by Rothar and Phizzfest).

The NTA's Route 5 traffic modelling report (Nov. 2020. Pg 104) illustrates the impact that closing Old Cabra Road to private traffic will have on the surrounding area. The major decrease in traffic volumes for Stoneybatter (circled in green at **Appendix One**) are forecasted to bring about major increases on the Fassagh Avenue/Connaught Street corridor (circled in red at **Appendix One**). Connaught Street is projected to experience an additional 200-300 vehicles per hour during the morning peak. We already have a perennial queue of traffic for the junction with Phibsborough Road. In addition, the recent closure of Grangegorman to vehicular traffic has already resulted in an increase in traffic on our street which currently looks likely to become permanent. We believe this is not included in your current modelling. This increase, along with the additional increase expected

with the introduction of the proposed CBC will cause a very significant reduction in the quality of air, safety and personal mobility for residents and other pedestrian users of Connaught Street.

Recent statements made by the NTA during Phibsborough consultations indicated that the Project Team intend to implement traffic restrictions to prevent Monck Place/Charleville Rd being used as an alternative route following the Stoneybatter traffic ban. Again, this measure promises to send a sizeable portion of *that* traffic (200-300 vehicles per hour) our way also.

It is very unclear whether your modelling has taken into account the current traffic volumes on Connaught Street. We, as residents of the street, cannot see how the street could support any additional traffic. While we appreciate that reducing road space for private cars reduces the volume of cars, the modelling shows reductions for example at the start of the Navan Road, Blackhorse Avenue and Rathoath Road without a corresponding increase in the area.

We have concerns for the health of people on our street - not just the residents of the street but the large volume of pedestrians who use our footpaths, between children walking to and from schools in the area and commuters walking towards Phibsborough, as well as cyclists who already struggle to make their way in either direction due to the narrow road and high volumes of traffic. The high volume of idling cars will make the air on our street toxic for the wider community of active travel commuters making it less attractive at a time when such travel should be encouraged.

There are seven schools that are accessed predominantly from the Connaught Street / Fassaugh Avenue / Road corridor ie:

- 1) St Peter's National School;
- 2) Christ the King Girls;
- 3) Christ the King Boys;
- 4) Broombridge Educate Together;
- 5) Cabra Community College;
- 6) St Finbarr's; and
- 7) Gael Scoil Bharra.

The traffic these generate is already huge and the risk to school children on this road already high, which as you may remember unfortunately led to the death of a child on Fassaugh Road on his way home from school due to a collision with a bus in 2007. The risk to safety and the quality of life of our residents does not seem to have been considered when 200-300 vehicles were sent towards our streets by Bus Connects.

It appears that Connaught Street residents, who commute mainly actively and by public transport are being majorly negatively impacted under the Route 5 plan. We expect you to mitigate the effect and suggest you look at the following five measures.

- 1) **Traffic Flow Restrictions:** Urgently investigate what traffic flow restrictions can be implemented to prevent the massive share of the diverted Stoneybatter traffic from being funnelled into Connaught Street. We expect to be consulted when such modelling and planning work is being undertaken.

- 2) **Speed Limit:** Reduce the speed limit on Connaught Street to 30 kilometres per hour for the safety of the residents and other road users.
- 3) **Junction Crossing:** Redesign the junction of Connaught Street / Phibsborough Road to allow pedestrians to cross the road in a single movement. The current staggered crossings with sheep-pen pedestrian islands make crossing the road perilous, as evidenced by regular near misses, collisions and a recent fatality in August 2020 (see **Appendix Two**).
- 4) **Parklets:** By making our street look and feel less like a commuting corridor, the pedestrian-hostile effect may be reduced. We suggest that parking spaces be removed at intervals along the street and that parklet-style tree-planting take their place (see example from St Columba's Rd, Glasnevin at **Appendix Three**). The public lighting columns should be also moved to the footprint of the parklets, which would allow more space on the footpath.
- 5) **Upgrade to Mount Bernard Park:** To counter-balance the very negative environmental effects of increased traffic in NW Phibsborough generally, we propose that the NTA contribute to a successful resolution of a stalled amenity-upgrade here.

DCC's Mount Bernard Park, located off Connaught Street, has been earmarked for expansion and investment in the last three iterations of our Area Plan (2008, 2015 and 2016). The project involves transfer of derelict land belonging to TII (former rail sidings and creosote works) to DCC Parks, allowing the extension of the current park to the banks of the Royal Canal.

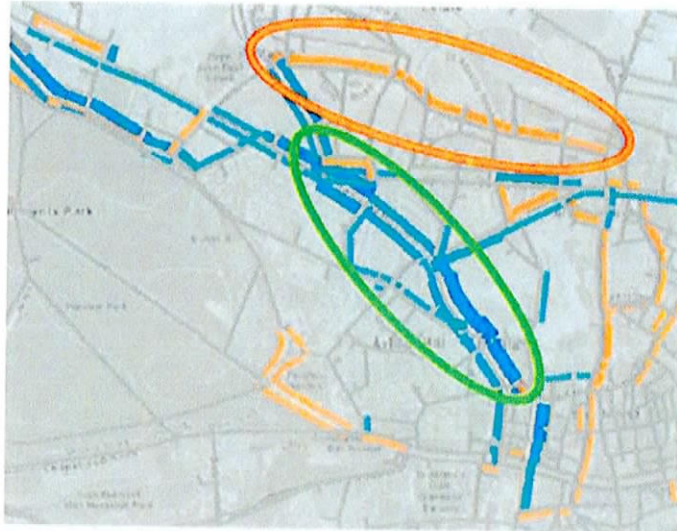
The project is deadlocked - TII and DCC have been unable to reach agreement in 12 years on ownership and remediation of land. If this positive environmental initiative can be delivered, it would significantly offset the negative environmental effects of Bus Connects Route 5. See **Appendix Four**.

Trusting you will see a real opportunity for implementing a well-designed co-existence between commuters and locals in this proposal and wishing you the best with the ambitious Bus Connects project.

Yours faithfully
















Connaught Street Residents' Association

Appendix One

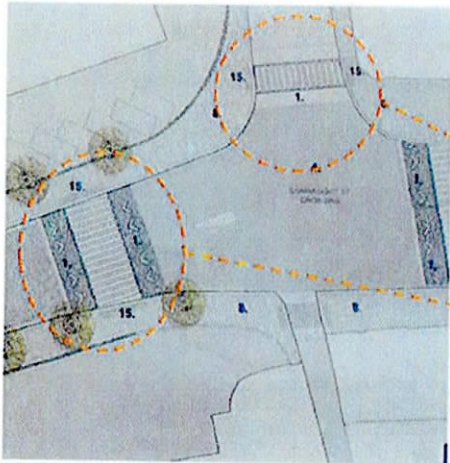


**Proposed CBC –
Estimated change in
road traffic with CBC in
place (AM Peak 2028)**

Flow Difference

 < -1000	 100 to 200
 -1000 to -800	 200 to 300
 -800 to -600	 300 to 400
 600 to -400	 400 to 600
 -400 to -300	 600 to 800
 -300 to -200	 800 to 1000
 -200 to -100	 > 1000
 Other network links	

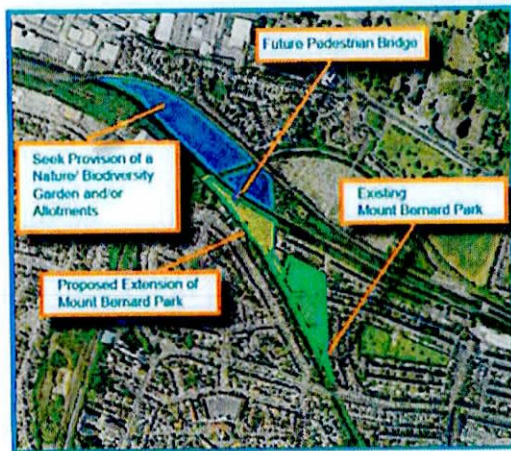
Appendix Two



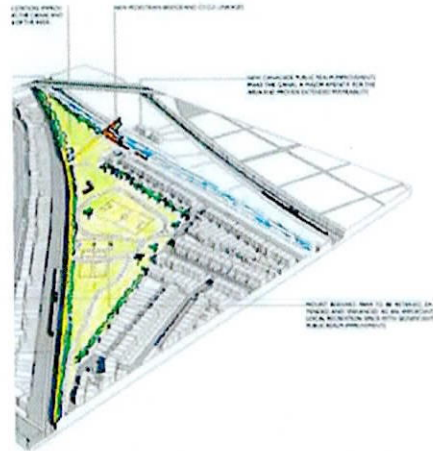
Appendix Three



Appendix Four



Phibsboro Local Environment Improvements Plan (2016)



Phibsboro Local Area Plans (2008 & 2015)

lucy.chadwick@hotmail.com

From: Cllr Colm O'Rourke <colm.orourke@dublincity.ie>
Sent: 12 January 2021 21:48
To: Lucy Chadwick
Subject: Re: Bus Connects
Attachments: With reference to Grangegorman Filtered Permeability Trial - Report..pdf;
image0.jpeg

Hi Lucy,

I'm good thank you. Thank you for the email.

Dublin City Council engineers and officials produced a report on the consultation and recommended that the measure be made permanent.

The report was brought before the Central Area Committee today (North Inner City Ward Councillors and Cabra-Glasnevin Ward Councillors). The vote was that the Grangegorman trial continue but only that the Council officials agree to tackling things like congestion and traffic related problems in the wider Phibsborough and Cabra area. A traffic management plan will now take place for Phibsborough and a number of measures will be taken to make streets calmer and quieter here, in consultation with residents. In addition to this, these proposed measures will be on the Agenda for each monthly Central Area Committee meeting.

The webcast of the Central Area Committee meeting is now available online and the discussion on Grangegorman is near the end: <https://dublincity.public-i.tv/core/portal/home>

Unfortunately there is no further opportunity to put through an objection. However, I do think it's important that the Council continue to be made aware that residents in the wider area have concerns about the Grangegorman trial. Therefore, I would say to residents that it probably be best to email Owen Keegan, the Chief Executive of Dublin City Council (chiefexecutive@dublincity.ie), with any comments on this and to perhaps Cc the members of the Central Area Committee (<https://councilmeetings.dublincity.ie/mgCommitteeMailingList.aspx?ID=310>)

Please do let me know if you have any questions about this, I'm happy to discuss this further.

Regards,

Colm

Cllr. Colm O'Rourke

Fine Gael Councillor - Cabra-Glasnevin Ward
Peace Commissioner

Mobile: [087 133 6188](tel:0871336188)

Email: colm.orourke@dublincity.ie

Oifigeach Poiblí Shainithe faoi réir Acht um Brústocaireacht a Rialáil

Designated Public Official under the Regulation of Lobbying Act

On 12 Jan 2021, at 16:19, [REDACTED] wrote:

Hi Colm,

I hope you are well? Sorry to bother you again but we are horrified at the news that this week the Council voted to make the Grangegorman closure permanent without any further analysis or review! We feel that our submission was completely ignored and that it makes no sense in light of Bus Connects and the potential future effects of COVID on working and mobility patterns to not conduct an up to date review.

Can you please update me as to how this happened and what our next steps are now in relation to putting through another objection?

Best wishes,
Lucy

From: Cllr Colm O'Rourke <colm.orourke@dublincity.ie>
Sent: 15 November 2020 15:59
To: Lucy Chadwick [REDACTED]
Subject: Re: Bus Connects

Hi Lucy,

Thank you very much for the email.

I agree and residents of Connaught Street have my full support on this.

I have serious concerns with the proposals and the impact it will have on traffic congestion on Connaught Street and the wider Phibsborough area. As you know, Phibsborough already has a serious congestion problem.

I have raised my concerns with the BusConnects Team and I will continue to do so at any opportunity I get. I have a number of meetings with them and I will continue to raise this concern and mention the Grangegorman measure.

Regarding the Grangegorman measure, I would urge residents to give their feedback on what impact it is having for the Connaught Street area by emailing covidmobility@dublincity.ie with the title "Grangegorman Trial Feedback" in the subject box.

Please let me know if you have any questions regarding this, I'm happy to discuss this further.

Kind regards,

Colm

Cllr. Colm O'Rourke

Fine Gael Councillor - Cabra-Glasnevin Ward
Peace Commissioner (PC)

Mobile: 087 133 6188
Email: colm.orourke@dublincity.ie

**Oifigeach Poiblí Shainithe faoi réir Acht um Brústocaireacht a Rialáil
Designated Public Official under the Regulation of Lobbying Act**



On 12 Nov 2020, at 21:08, Lucy Chadwick [redacted] wrote:

Hi Colm,

I am writing to you on behalf of the Connaught St Resident's Association (Phibsborough, Dublin 7) in your role as our councillor. We have just reviewed the latest information released by Bus Connects and we are very concerned on the impact on our street if this plan is implemented.

The traffic modelling undertaken last year shows that if the current plan is implemented we would experience between 200-300 extra cars per hour down our street at rush hour (Fassaugh Avenue into Connaught St). To put it in perspective our street is already totally gridlocked morning and evening. It is often tailed back from the Phibsborough Road to the Cabra Luas bridge and beyond. It is a very narrow street with essential resident's parking on both sides meaning it is too narrow for two cars to pass each other at a large number of points. It is already treacherous for cyclists at all times. We are very concerned about the potential impact these additional cars will have on the traffic flow on the street and surrounding area but also on the impact on air quality for us as residents.

Equally we want to raise that since the closure of the road at Grangegorman we have noticed an increase in traffic. We are very concerned that with both Grangegorman closed and Stoneybatter being closed to cars in the Bus Connect's scheme (due to the closure of Old Cabra Road to cars) that there will be a further exacerbation of the traffic on Connaught street trying to get through Phibsborough and down to the quays. This Grangegorman closure happened after the traffic modelling and therefore would not have been taken into account in the current plans.

Please see here the link to the report in question:

<https://busconnects.ie/media/2129/05-blanchardstown-to-city-centre-cbc-draft-wip-transport-modelling-report-v1-final.pdf>

Page 104 is where the map shows the additional traffic flow expected.

We would appreciate your help in lobbying for further evaluation of Bus Connects plans in our area.

Best wishes,
Lucy

Dr Lucy Chadwick

Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil. Please consider the Environment before printing this mail.

lucy.chadwick@hotmail.com

From: Padraic Ó Conghaile [REDACTED]
Sent: 06 April 2021 21:24
To: Jessica Kenny; Tanja Whelan; Gary Broderick; brianan nolan; to: Lucy Chadwick; Peter Crawley; Thyrza Ging; Patricia Carroll
Subject: Fwd: Bus Connect Route 3&5 submission Dec 2020

FYI

----- Forwarded message -----

From: BusConnects Core Bus Corridor <cbc@busconnects.ie>
Date: Tue, 6 Apr 2021 at 10:13
Subject: RE: Bus Connect Route 3&5 submission Dec 2020
To: Padraic Ó Conghaile <padraic@conghaile.com>

Dear Mr. Ó Conghaile,

We refer to your email of 1st April in relation to the BusConnects Dublin proposals for the Blanchardstown to City Centre Core Bus Corridor and the Ballymun to City Centre Core Bus Corridor.

All submissions and correspondence, including those from the Connaught Street Residents' Association, are carefully considered by the BusConnects design teams as the planning work is being progressed. It should be noted that the environmental and transport impact assessment work is not yet finalised and, consequently, the impacts on the Connaught St area are not fully determined. Work is still ongoing and the final traffic assessments will be made available as part of the submission to An Bord Pleanála referenced below.

The specific issues detailed in your submission dated 11 December are being considered in the assessment work, and the decision of Dublin City Council to make the Grangegorman trial closure permanent is also being factored into the impact assessment work.

We anticipate that the statutory planning applications will be submitted to An Bord Pleanála (ABP) during June or July of this year for its consideration and determination. A formal statutory public consultation process will then be undertaken by An Bord Pleanála as part of their deliberations. During this process the final Environmental Impact Assessment Report for each Scheme, plus Preferred Route Option Reports and Traffic Impact Assessments will be published and available for viewing.

At that stage, the public will again have the opportunity to have their views heard and considered by An Bord Pleanála as part of the process of their consideration of the proposals.

We hope that the above information is of assistance.

Regards,

BusConnects Team

National Transport Authority



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2

D02 WT20

Freephone 1800 303 653

Web: www.busconnects.ie

From: Padraic Ó Conghaile <[REDACTED]>
Sent: Thursday 1 April 2021 06:44
To: Hugh Creegan <Hugh.Creegan@nationaltransport.ie>
Cc: BusConnects Core Bus Corridor <cbc@busconnects.ie>
Subject: Fwd: Bus Connect Route 3&5 submission Dec 2020

Hi Hugh,

I am writing to you on behalf of Connaught Street Residents' Association with regard to bus connects. We are concerned by the increase in traffic on our street and feel that in particular the closure of Grangegorman has not been included as part of the assessment. I have included our submission to busconnects which lists most of our concerns and would like to discuss our concerns at some point, if you're not the right person to address these concerns you might point me in the right direction.

Thanks,

Padraic

Connaught Street Residents' Association

Begin forwarded message:

From: Padraic Ó Conghaile [REDACTED]
Date: 16 December 2020 at 14:12:09 GMT+1
To: cbc@busconnects.ie
Cc: connaughtres@gmail.com
Subject: Bus Connect Route 3&5 submission Dec 2020

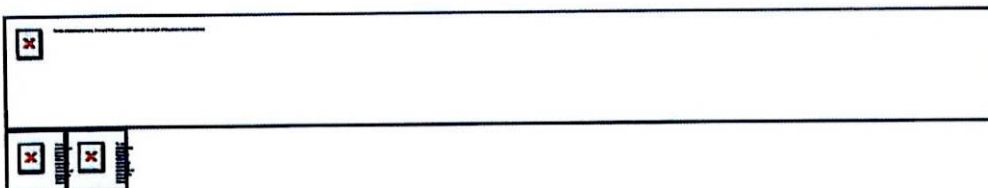
A Chara,

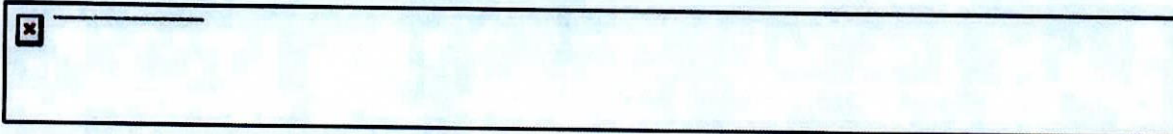
Please find attached submission from Connaught Street Residents Association relating to current plans on routes 3 and 5 of Bus Connect.

We look forward to hearing your feedback in relation to our concerns.

Thank you,

Padraic Ó Conghaile





Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. The NTA processes personal data provided to it in accordance with its privacy notice, available at <https://www.nationaltransport.ie/privacy-statement/>

lucy.chadwick@hotmail.com

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: 13 August 2021 09:24
To: [REDACTED]
Subject: BusConnects Update

Lucy,

I write to share with you a further update in respect of BusConnects.

Since completing the third public consultation initiative on the proposed Core Bus Corridors for BusConnects, the National Transport Authority undertook all the necessary pre-planning steps in advance of formally applying for planning permission.

A preliminary business case for funding to deliver the BusConnects project has been submitted to the Department of Transport for its review and for Government decision in accordance with the Public Spending Code governing capital projects. Only when a decision is taken in respect of the Business Case, will a planning application be submitted to An Bord Pleanála.

I understand that the National Transport Authority envisages lodging separate planning applications for each of the sixteen proposed Core Bus Corridors to An Bord Pleanála by November. Full statutory consultations will then take place following the submission of any application. A more comprehensive update detailing the work undertaken to date by the National Transport Authority and preparations for the possible start of the planning process are available online at www.BusConnects.ie.

I hope this information is of assistance to you but should you have any specific questions or queries arising from the details above, please come back to me at Paschal.Donohoe@oir.ie.

Should there be any local or national matter where I can be of help, please contact myself, or Councillors Colm O'Rourke, Ray McAdam and Naoise O'Muirí so that we can assist in whatever way we can.

Best Wishes,

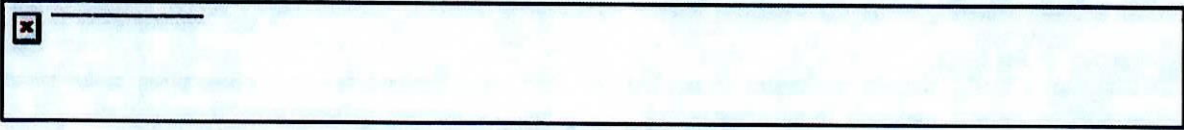


PASCHAL DONOHOE T.D.
Minister for Finance
Fine Gael – Dublin Central

344 North Circular Road | Phibsborough | Dublin 7 | D07 PD8P

01 618 3689 | Paschal.Donohoe@oir.ie | www.PaschalDonohoe.ie

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/



Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. The NTA processes personal data provided to it in accordance with its privacy notice, available at <https://www.nationaltransport.ie/privacy-statement/>

I am writing to you on behalf of Connaught Street Residents' Association with regard to bus connects. We are concerned by the increase in traffic on our street and feel that in particular the closure of Grangegorman has not been included as part of the assessment. I have included our submission to busconnects which lists most of our concerns and would like to discuss our concerns at some point, if you're not the right person to address these concerns you might point me in the right direction.

Thanks,

Padraic

Connaught Street Residents' Association

Begin forwarded message:

From: Padraic Ó Conghaile [REDACTED]
Date: 16 December 2020 at 14:12:09 GMT+1
To: cbc@busconnects.ie
Cc: connaughtres@gmail.com
Subject: Bus Connect Route 3&5 submission Dec 2020

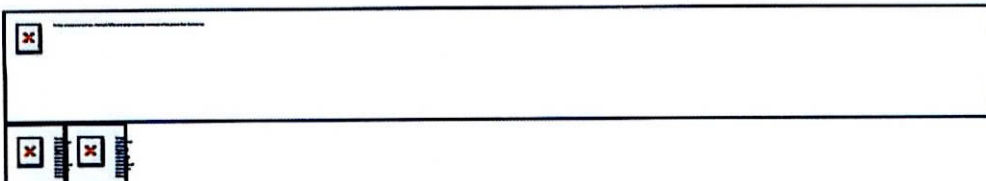
A Chara,

Please find attached submission from Connaught Street Residents Association relating to current plans on routes 3 and 5 of Bus Connect.

We look forward to hearing your feedback in relation to our concerns.

Thank you,

Padraic Ó Conghaile



We hope that the above information is of assistance.

Regards,

BusConnects Team

National Transport Authority



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2

D02 WT20

Freephone 1800 303 653

Web: www.busconnects.ie

From: Padraic Ó Conghaile <padraic@nationaltransport.ie>
Sent: Thursday 1 April 2021 06:44
To: Hugh Creegan <Hugh.Creegan@nationaltransport.ie>
Cc: BusConnects Core Bus Corridor <cbc@busconnects.ie>
Subject: Fwd: Bus Connect Route 3&5 submission Dec 2020

Hi Hugh,

lucy.chadwick@hotmail.com

From: Padraic Ó Conghaile [REDACTED]
Sent: 06 April 2021 21:24
To: Jessica Kenny; Tanja Whelan; Gary Broderick; brianan nolan; to: Lucy Chadwick; Peter Crawley; Thyrza Ging; Patricia Carroll
Subject: Fwd: Bus Connect Route 3&5 submission Dec 2020

FYI

----- Forwarded message -----

From: BusConnects Core Bus Corridor <cbc@busconnects.ie>
Date: Tue, 6 Apr 2021 at 10:13
Subject: RE: Bus Connect Route 3&5 submission Dec 2020
To: Padraic Ó Conghaile [REDACTED]

Dear Mr. Ó Conghaile,

We refer to your email of 1st April in relation to the BusConnects Dublin proposals for the Blanchardstown to City Centre Core Bus Corridor and the Ballymun to City Centre Core Bus Corridor.

All submissions and correspondence, including those from the Connaught Street Residents' Association, are carefully considered by the BusConnects design teams as the planning work is being progressed. It should be noted that the environmental and transport impact assessment work is not yet finalised and, consequently, the impacts on the Connaught St area are not fully determined. Work is still ongoing and the final traffic assessments will be made available as part of the submission to An Bord Pleanála referenced below.

The specific issues detailed in your submission dated 11 December are being considered in the assessment work, and the decision of Dublin City Council to make the Grangegorman trial closure permanent is also being factored into the impact assessment work.

We anticipate that the statutory planning applications will be submitted to An Bord Pleanála (ABP) during June or July of this year for its consideration and determination. A formal statutory public consultation process will then be undertaken by An Bord Pleanála as part of their deliberations. During this process the final Environmental Impact Assessment Report for each Scheme, plus Preferred Route Option Reports and Traffic Impact Assessments will be published and available for viewing.

At that stage, the public will again have the opportunity to have their views heard and considered by An Bord Pleanála as part of the process of their consideration of the proposals.

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. The NTA processes personal data provided to it in accordance with its privacy notice, available at <https://www.nationaltransport.ie/privacy-statement/>

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

- Extending the DART+ programme to deliver electrified rail services to Sallins/Naas, Kilcock and Wicklow, including new stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth plus opening of Kishoge station.
- The planning and design of a further 8 Luas extensions/new Luas lines to be ready for construction post 2042.

Existing projects which are to be further progressed and delivered during the lifetime of this strategy include:

- Metrolink
- All elements of Bus Connects Dublin
- Provision of high-quality cycle and pedestrian routes
- Luas extensions to Finglas, Lucan, Poolbeg and Bray
- Upgrade of capacity for Luas Green Line
- 100km of electrified rail under DART+ Programme
- Increased bus prioritisation on regional bus corridors including on approaches to the M50 and the built-up area of the city
- Revised and enhanced GDA Cycle Network Plan
- Provision of high-quality pedestrian facilities and pedestrianised routes
- Next Generation Ticketing

The consultation period for the Greater Dublin Area (GDA) Draft Transport Strategy 2022-2042 opened on Tuesday 9th November and *remains open until Friday 17th December 2021*, allowing for submissions to be made by the public. This consultation will take place online, allowing the public to provide their views on the proposals. Before December 17th, the NTA will host further online information sessions on:

- 2nd December @13.00
 - Registration Link: https://us06web.zoom.us/webinar/register/WN_07MlzLzhSg6Y1ElvQ5KD3A
- 7th December @18.30
 - Registration Link: https://us06web.zoom.us/webinar/register/WN_QmlySK5nQ8-9VKK3vRc4vA

I have enclosed a copy of a presentation made by NTA officials recently launching the public consultation and revised Draft Transport Strategy. I would welcome any thoughts or opinions you may have in respect of the proposals prepared by the NTA for inclusion in the Greater Dublin Area (GDA) Draft Transport Strategy 2022-2042, please email me at Paschal.Donohoe@oireachtas.ie.

Should there be any local or national matter where I can be of help, please contact myself, or Councillors Colm O'Rourke, Ray McAdam and Naoise O'Muirí so that we can assist in whatever way we can.

Best Wishes,



PASCHAL DONOHOE T.D.
Minister for Finance
Fine Gael – Dublin Central

344 North Circular Road | Phibsborough | Dublin 7 | D07 PD8P

01 618 3689 | Paschal.Donohoe@oir.ie | www.PaschalDonohoe.ie

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
 Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
 Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

I look forward to your reply

Regards

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: Lucy Chadwick <[REDACTED]>
Sent: Tuesday 30 November 2021 21:30
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: RE: Make sure to have your say on Draft Transport Strategy for Dublin

Hi Paschal

Thank you so much for sending this over, we will be definitely reviewing it and making our thoughts known via the consultation.

On a similar topic can you please update me as to whether government approved the primary business case for Bus Connects and if so when will planning permission for the Core Bus Corridors be submitted so that we can submit any observations?

Many thanks,
Lucy

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: 28 November 2021 21:28
To: 'lucy.chadwick@hotmail.com' <[REDACTED]>
Subject: Make sure to have your say on Draft Transport Strategy for Dublin

Lucy,

I write to advise you about the recent publication of the revised Greater Dublin Area (GDA) Draft Transport Strategy 2022-2042 by the National Transport Authority (NTA) and the opportunity to have your say on how the transportation strategy for the Dublin area will be managed over the next twenty years.

Given our previous communication on issues such as MetroLink, Dart+ or the new for a new train station in Cabra, I wanted to make sure you had the opportunity to engage in this consultation but also for me as your local T.D. and member of your Government to hear directly on your thoughts about the provision of public transport for the coming years in Dublin Central and across the city.

The NTA is required to review the GDA Transport Strategy every six years and today's document is a revision of the current 2016-2035 plan that was adopted by Government in 2016. The new strategy seeks to build on the elements already delivered under the previous strategy and adds new projects to reflect new policy developments such as the Climate Action Plan and the revised National Development Plan. The strategy includes an acceleration of investment in walking and cycling infrastructure will also deliver substantial greenhouse gas reductions during the lifetime of the strategy.

Both the public bus service, including Dublin Bus as well as the commuter rail fleet in the Greater Dublin Area will be 100% electric and zero emission by 2035 according to the details of the Draft Strategy. Other new plans included in the draft Strategy are:

- Provision of a new rail line from the M3 Parkway to Navan.

lucy.chadwick@hotmail.com

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: 13 December 2021 09:25
To: Lucy Chadwick
Subject: FW: Make sure to have your say on Draft Transport Strategy for Dublin

Lucy

Henry here in Paschals office – please see the reply below from the National Transport Authority in relation to your query regarding the primary business case for BusConnects.

I hope that this response is of assistance to you. Please do not hesitate to contact the office again and we will do whatever we can to assist you.

Best wishes and Happy Christmas

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: oireachtasliaison <oireachtasliaison@nationaltransport.ie>
Sent: Monday 13 December 2021 07:55
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: RE: Make sure to have your say on Draft Transport Strategy for Dublin

Dear Minister

Government approval of the Preliminary Business Case for BusConnects is still awaited.

At this stage it is anticipated that the statutory planning applications for the Core Bus Corridor Schemes to An Bord Pleanála will be made in the New Year.

Yours sincerely

NTA Oireachtas Liaison

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: Wednesday 8 December 2021 20:33
To: oireachtasliaison <oireachtasliaison@nationaltransport.ie>
Subject: FW: Make sure to have your say on Draft Transport Strategy for Dublin

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hugh

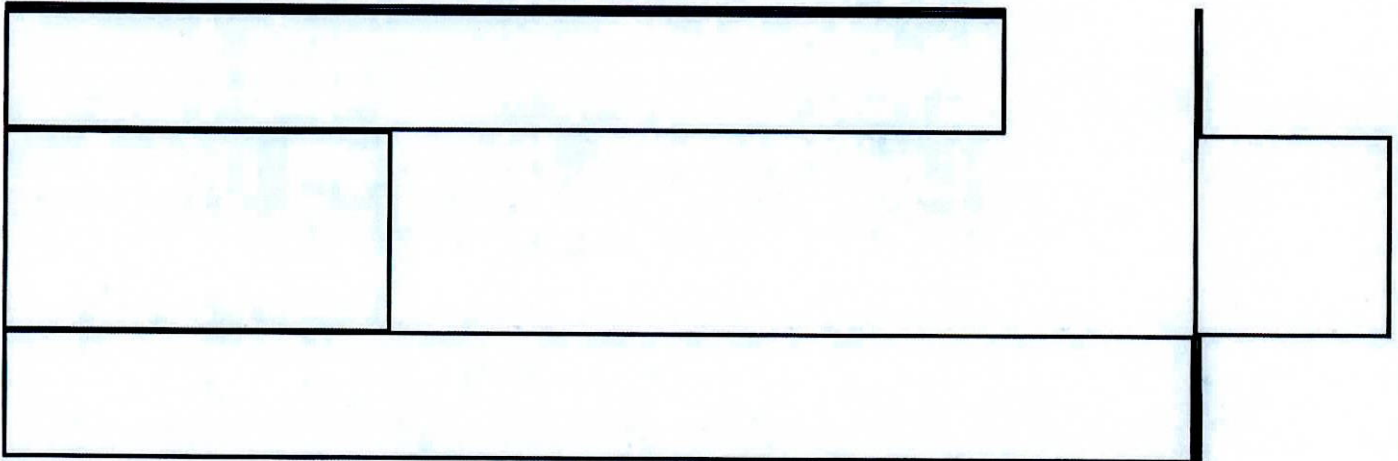
Please see the bold section of Lucys e-mail regarding Bus connects. I would be most grateful if you could examine the matter that Lucy has raised and revert back in due course.

Oireachtas email policy and disclaimer.

<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.

<http://www.oireachtas.ie/parliament/ga/eolas/beartasríomhphoistanoireachtaisagusseanadh/>



Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. The NTA processes personal data provided to it in accordance with its privacy notice, available at <https://www.nationaltransport.ie/privacy-statement/>

Oireachtas email policy and disclaimer.

<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.

<http://www.oireachtas.ie/parliament/ga/eolas/beartasríomhphoistanoireachtaisagusseanadh/>

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: Wednesday 9 December 2020 14:48
To: oireachtasliaison <oireachtasliaison@nationaltransport.ie>
Subject: FW: Bus Connects

Hugh

Please see the e-mail below from Lucy Chadwick in relation to Bus Connects.

I would be grateful if you could examine the issues she has raised and revert back in due course.

I look forward to your reply.

Best wishes and stay safe

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: Lucy Chadwick <[REDACTED]>
Sent: Thursday 12 November 2020 21:06
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: Bus Connects

Dear Mr Dohohoe,

I am writing to you on behalf of the Connaught St Resident's Association (Phibsborough, Dublin 7) in your role as TD for Dublin Central. We have just reviewed the latest information released by Bus Connects and we are very concerned on the impact on our street if this plan is implemented.

The traffic modelling undertaken last year shows that if the current plan is implemented we would experience between 200-300 extra cars per hour down our street at rush hour. To put it in perspective our street is already totally gridlocked morning and evening. It is a very narrow street with essential parking on both sides meaning it is too narrow for two cars to pass each other at a large number of points. It is already treacherous for cyclists at all times. We are very concerned about the potential impact these additional cars will have on the traffic flow on the street but also on the impact on air quality for us as residents.

Equally we want to raise that since the closure of the road at Grangegorman we have noticed an increase in traffic. We are very concerned that with both Grangegorman closed and Stoneybatter being closed to cars in the Bus Connect's scheme (due to the closure of Old Cabra Road to cars) that there will be a further exacerbation of the traffic on Connaught street trying to get through Phibsborough and down to the quays. This Grangegorman closure happened after the traffic modelling and therefore would not have been taken into account in the current plans.

Please see here the link to the report in question: <https://busconnects.ie/media/2129/05-blanchardstown-to-city-centre-cbc-draft-wip-transport-modelling-report-v1-final.pdf>

Page 104 is where the map shows the additional traffic flow expected.

We would appreciate your help in lobbying for further evaluation of Bus Connects plans in our area.

Best wishes,
Dr Lucy Chadwick

lucy.chadwick@hotmail.com

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: 14 December 2020 10:31
To: [REDACTED]
Subject: FW: Bus Connects

Lucy

I am writing to thank you for contacting Minister Donohoe in relation to an issue of concern to you.

Following your contact with Minister Donohoe in relation to Bus Connects on behalf of the Connaught Street Resident's Association I wrote to the National Transport Authority regarding the issue and requested that they examine the issues you have outlined and revert back in due course. Since then the N.T.A. has responded to me and I enclose their reply for your records and review.

I hope that this information is of assistance to you and your neighbours. However, If Paschal can be of any further assistance please do not hesitate to contact the office and we will do whatever we can to help you.

Merry Christmas and stay safe

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: oireachtasliaison <oireachtasliaison@nationaltransport.ie>
Sent: Friday 11 December 2020 17:00
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: RE: Bus Connects

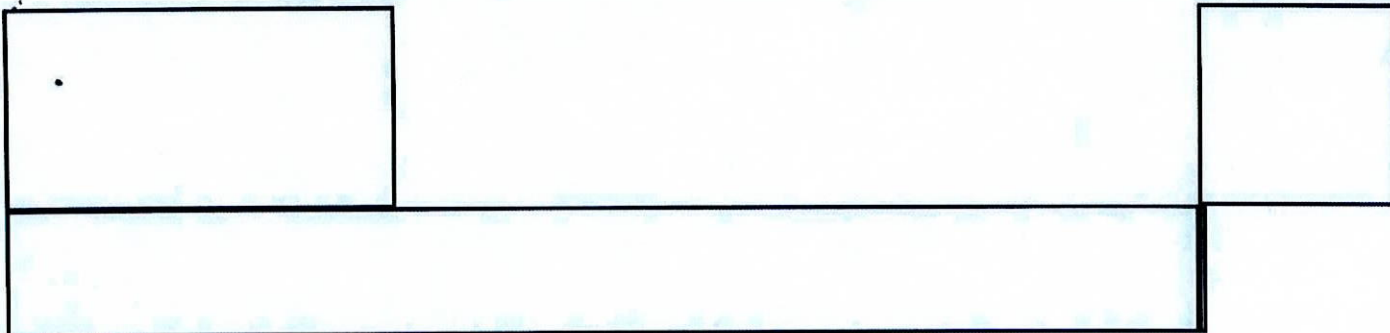
Dear Henry

The concerns raised in Ms Chadwick's email on behalf of the Connaught St Resident's Association (Phibsborough, Dublin 7) in relation to Bus Connects Core Bus Corridor (CBC) current proposals (both Ballymun to City Centre CBC & Blanchardstown to City Centre CBC), have been raised at various meetings and Community Forums during the current public consultation process.

The proposals are not finalised and will be further considered following close of the public consultation on 16 December. All submissions including Ms Chadwick's email will be considered in the review prior to finalisation of the plans. The potential traffic impact is recognised and the information referenced on page 104 of the Draft Transport Modelling Report represents indicative preliminary results that are subject of further comprehensive assessment following the review of submissions. Further transport impact assessment will be done to try to mitigate the diversion of traffic resulting from the CBC plans. Among considerations raised during the various meetings and Community Forums for example is that mitigation could involve possible traffic calming / urban realm measures on side streets like Connaught Street in order to lessen it as a diversion commuter route.

Yours sincerely

NTA Oireachtas Liaison



Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. The NTA processes personal data provided to it in accordance with its privacy notice, available at <https://www.nationaltransport.ie/privacy-statement/>

Oireachtas email policy and disclaimer.

<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.

<http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/>

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/

Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/

Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

Office of Paschal Donohoe T.D.
Minister for Finance

From: Lucy Chadwick <lucy.chadwick@oireachtas.ie>
Sent: Thursday 12 November 2020 21:06
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: Bus Connects

Dear Mr Dohohoe,

I am writing to you on behalf of the Connaught St Resident's Association (Phibsborough, Dublin 7) in your role as TD for Dublin Central. We have just reviewed the latest information released by Bus Connects and we are very concerned on the impact on our street if this plan is implemented.

The traffic modelling undertaken last year shows that if the current plan is implemented we would experience between 200-300 extra cars per hour down our street at rush hour. To put it in perspective our street is already totally gridlocked morning and evening. It is a very narrow street with essential parking on both sides meaning it is too narrow for two cars to pass each other at a large number of points. It is already treacherous for cyclists at all times. We are very concerned about the potential impact these additional cars will have on the traffic flow on the street but also on the impact on air quality for us as residents.

Equally we want to raise that since the closure of the road at Grangegorman we have noticed an increase in traffic. We are very concerned that with both Grangegorman closed and Stoneybatter being closed to cars in the Bus Connect's scheme (due to the closure of Old Cabra Road to cars) that there will be a further exacerbation of the traffic on Connaught street trying to get through Phibsborough and down to the quays. This Grangegorman closure happened after the traffic modelling and therefore would not have been taken into account in the current plans.

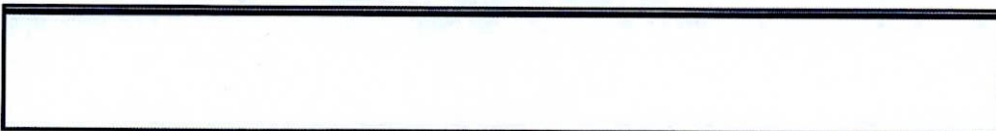
Please see here the link to the report in question: <https://busconnects.ie/media/2129/05-blanchardstown-to-city-centre-cbc-draft-wip-transport-modelling-report-v1-final.pdf>
Page 104 is where the map shows the additional traffic flow expected.

We would appreciate your help in lobbying for further evaluation of Bus Connects plans in our area.

Best wishes,
Dr Lucy Chadwick

Oireachtas email policy and disclaimer.
<http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/>

Beartas ríomhphoist an Oireachtais agus séanadh.
<http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/>



I hope that this information is of assistance to you and your neighbours. However, if Paschal can be of any further assistance please do not hesitate to contact the office and we will do whatever we can to help you.

Merry Christmas and stay safe

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: oireachtaslaiison <oireachtaslaiison@nationaltransport.ie>
Sent: Friday 11 December 2020 17:00
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: RE: Bus Connects

Dear Henry

The concerns raised in Ms Chadwick's email on behalf of the Connaught St Resident's Association (Phibsborough, Dublin 7) in relation to Bus Connects Core Bus Corridor (CBC) current proposals (both Ballymun to City Centre CBC & Blanchardstown to City Centre CBC), have been raised at various meetings and Community Forums during the current public consultation process.

The proposals are not finalised and will be further considered following close of the public consultation on 16 December. All submissions including Ms Chadwick's email will be considered in the review prior to finalisation of the plans. The potential traffic impact is recognised and the information referenced on page 104 of the Draft Transport Modelling Report represents indicative preliminary results that are subject of further comprehensive assessment following the review of submissions. Further transport impact assessment will be done to try to mitigate the diversion of traffic resulting from the CBC plans. Among considerations raised during the various meetings and Community Forums for example is that mitigation could involve possible traffic calming / urban realm measures on side streets like Connaught Street in order to lessen it as a diversion commuter route.

Yours sincerely

NTA Oireachtas Liaison

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: Wednesday 9 December 2020 14:48
To: oireachtaslaiison <oireachtaslaiison@nationaltransport.ie>
Subject: FW: Bus Connects

Hugh

Please see the e-mail below from Lucy Chadwick in relation to Bus Connects.

I would be grateful if you could examine the issues she has raised and revert back in due course.

I look forward to your reply.

Best wishes and stay safe

Henry

Henry Upton

"That this Area Committee, in endorsing the Grangegorman Filtered Permeability Traffic Report, and in light of the agreed motion at this Committee in September 2020 for a Phibsborough Traffic Management review, calls upon the Traffic and Transportation Department of Dublin City Council to expedite the proposed Neighbourhood Traffic Scheme process so that measures to:

*Reduce rat-running,
Tackle illegal and unsafe parking,
Reduce commuter parking,
Cut vehicular speeds,
Reduce traffic volumes, and
Enhance pedestrian and cycling opportunities,*

are prepared by the Engineering and Transportation Department with a view to implementing these measures across the Cabra, Phibsborough and Stoneybatter areas, following appropriate local consultation in each neighbourhood, similar to the initial works undertaken to date in East Wall. In advancing this work, further opportunity will be provided to the Council to further examine, understand and address any consequences or impacts of the Grangegorman Permeability Measures, including:

- 1. The traffic and environmental measures requested by Phibsborough Residents to offset the adverse impact of the closure.*
- 2. Signalling and other traffic measures required to reduce traffic delays on adjoining streets, particularly on the North Circular Road, Prussia Street and Aughrim Street.*
- 3. Traffic measures to deal with rat-running onto local adjoining streets.*
- 4. Measures to ensure integration with the NTA/BusConnects plans for the Blanchardstown Bus Corridor and to provide details of all consultation with the agencies involved.*
- 5. Public realm issues including a review of planters/street furniture/public lighting/road surfacing and road markings to ensure the highest standards are provided.*

This Area Committee further resolves that the Engineering and Transportation Department undertakes these works within the next twelve months, so that consultation, led by the Area Office and local Councillors can be facilitated across the Autumn with a view to implementing an agreed suite of measures by early 2022."

Points 1,2 and 4 are of particular interest to us and also we have serious concerns of the timelines of these measures, given that the NTA are looking to submit their planning permission for BusConnects in April 2021. Therefore Points 3 & 4 in particular are extremely urgent and without confirmation that this has already been undertaken, in discussion with the NTA, along with modelling of the proposed changes on air quality on Connaught St given the huge increase in traffic, we will have no choice but to lodge an objection against the planning permission.

We would appreciate your input and advice as to what the next steps should be, as we still have huge concerns on the impact of Bus Connects for our street and local residents.

Best wishes,
Lucy

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>

Sent: 14 December 2020 10:31

To: 'Lucy Chadwick' <[REDACTED]>

Subject: FW: Bus Connects

Lucy

I am writing to thank you for contacting Minister Donohoe in relation to an issue of concern to you.

Following your contact with Minister Donohoe in relation to Bus Connects on behalf of the Connaught Street Resident's Association I wrote to the National Transport Authority regarding the issue and requested that they examine the issues you have outlined and revert back in due course. Since then the N.T.A. has responded to me and I enclose their reply for your records and review.

published and available for viewing. The public will again have the opportunity to have their views heard and considered by An Bord Pleanála as part of the process of their consideration of the proposals.

We hope that the above information is of assistance.

Yours sincerely,

NTA Oireachtas Liaison

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: Thursday 25 March 2021 09:29
To: oireachtaslaiison <oireachtaslaiison@nationaltransport.ie>
Subject: FW: Bus Connects

Hugh

Please see the e-mail below from Lucy Chadwick in relation to her concerns regarding Bus Connects.

I would be most grateful if you could examine the issues she has raised and revert back in due course.

I look forward to your reply.

Best wishes and thanks

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: Lucy Chadwick <lucy.chadwick@nationaltransport.ie>
Sent: Wednesday 24 March 2021 10:34
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: RE: Bus Connects

Hi Paschal and Henry,

Following on from our correspondence below one of our members attended a meeting of local resident's associations on 22nd March with a representative of the NTA. They seem to not have taken our submission on BusConnects on board, and equally are making promises that they don't seem to have the authority to keep. For example they will "put in a word" about getting our speed limit on Connaught St dropped to 30km/hr and will "push for" the St Bernard's Park extension (which is not guaranteed).

What they failed to mention at all in this meeting is the need to re-evaluate the traffic flow data due to the now permanent Grangegorman closure, which was not in place at all when the initial traffic modelling was undertaken (and was also pre -COVID which will likely have large effects on the future mobility patterns). Additionally the likely effects on air quality, personal mobility and pedestrian and cyclist safety that will ensue for our local residents due to the increased traffic volumes.

I attach a copy of our original submission to the Bus Connects consultation. We cannot see that any results of this consultation have yet been published in the public domain?

Additionally since our previous correspondence, at the Dublin City Council meeting in January 2021 a motion was passed to make the Grangegorman trial closure permanent. The motion was:

lucy.chadwick@hotmail.com

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: 08 April 2021 11:35
To: Lucy Chadwick
Subject: FW: Bus Connects
Attachments: Bus Connects Submission CSRA Dec 2020.pdf

Lucy

I am writing to thank you for contacting Minister Donohoe in relation to an issue of importance to you and apologies for the delay in my reply.

Following your contact last month regarding Bus Connects Paschal wrote to the National Transport Authority and requested that they examine the issues you had raised and revert back in due course. Since then the NTA have responded to Minister Donohoe and I enclose there reply for your records and review.

I hope that this response is of assistance to you. However, If Paschal can be of further assistance to you please do not hesitate to contact the office and we will do whatever we can to help you.

Best wishes and stay safe

Henry

Henry Upton
Office of Paschal Donohoe T.D.
Minister for Finance

From: oireachtasliaison <oireachtasliaison@nationaltransport.ie>
Sent: Thursday 1 April 2021 11:50
To: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Subject: FW: Bus Connects

Dear Minister,

We refer the communication dated 25th March from your office on behalf of Lucy Chadwick.

NTA and Dublin City Council are liaising in regard to the planning of the BusConnects Core Bus Corridors, in particular regarding the Blanchardstown to City Centre CBC and the Ballymun to City Centre CBC that are the subject of the concerns raised by Connaught Street Residents' Association in the formal submission dated 11 December 2020, and the correspondence of Ms. Chadwick to Minister Donohoe on 24 March.

All submissions and correspondence, including those from the Connaught Street Residents' Association, are carefully considered by the BusConnects design teams as the planning work is being progressed. It should be noted that the environmental and transport impact assessment work is not yet finalised and, consequently, the impacts on the Connaught Street area is not fully determined. The specific issues detailed in the submission dated 11 December are being considered in the assessment work, and the decision of Dublin City Council to make the Grangegorman trial closure permanent is also being factored into the impact assessment work.

We anticipate that the statutory planning applications will be submitted to An Bord Pleanála (ABP) during June or July of this year for its consideration and determination. A formal statutory public consultation process will then be undertaken by An Bord Pleanála as part of their deliberations. During this process the final Environmental Impact Assessment Report for each Scheme, plus Preferred Route Option Reports and Traffic Impact Assessments will be

On Thu 12 Nov 2020 at 21:10, Lucy Chadwick <[REDACTED]> wrote:

Dear Councillor Lonergan,

I am writing to you on behalf of the Connaught St Resident's Association (Phibsborough, Dublin 7) in your role as our councillor. We have just reviewed the latest information released by Bus Connects and we are very concerned on the impact on our street if this plan is implemented.

The traffic modelling undertaken last year shows that if the current plan is implemented we would experience between 200-300 extra cars per hour down our street at rush hour (Fassaugh Avenue into Connaught St). To put it in perspective our street is already totally gridlocked morning and evening. It is often tailed back from the Phibsborough Road to the Cabra Luas bridge and beyond. It is a very narrow street with essential resident's parking on both sides meaning it is too narrow for two cars to pass each other at a large number of points. It is already treacherous for cyclists at all times. We are very concerned about the potential impact these additional cars will have on the traffic flow on the street and surrounding area but also on the impact on air quality for us as residents.

Equally we want to raise that since the closure of the road at Grangegorman we have noticed an increase in traffic. We are very concerned that with both Grangegorman closed and Stoneybatter being closed to cars in the Bus Connect's scheme (due to the closure of Old Cabra Road to cars) that there will be a further exacerbation of the traffic on Connaught street trying to get through Phibsborough and down to the quays. This Grangegorman closure happened after the traffic modelling and therefore would not have been taken into account in the current plans.

Please see here the link to the report in question: <https://busconnects.ie/media/2129/05-blanchardstown-to-city-centre-cbc-draft-wip-transport-modelling-report-v1-final.pdf>

Page 104 is where the map shows the additional traffic flow expected.

We would appreciate your help in lobbying for further evaluation of Bus Connects plans in our area.

Best wishes,

Dr Lucy Chadwick

—
Cllr. Darcy Lonergan
Cabra & Glasnevin Green Party

Great news about the submission. Yes the one on Blanchardstown to City Centre ,I will be there too,maybè we can link up after if you like?

On Thu, Nov 12, 2020 at 9:46 PM Lucy Chadwick: [REDACTED] wrote:

Hi Darcy,

We are hoping to put in a submission in conjunction with the Shandon Resident's association, but it is early stages for us as we only just found out about this flow report. I wasn't on the consultation tonight but some of my fellow residents will be attending the session next Tuesday.

Best wishes,

Lucy

From: Darcy Lonergan <clr.darcylonergan@gmail.com>
Sent: 12 November 2020 21:20
To: Lucy Chadwick: [REDACTED]
Subject: Re: Bus Connects

Hey Lucy

Thanks for getting in touch .We just had the bus connection consultation session tonight ,maybe you were online ?

I know they will be producing a air quality report in early 2021 and will have a consultation based on the report too.

I know some of your other concerns were also brought up tonight too and will be on submissions to bus connects.

Are you planning to put in a submission yourself ?

Cheers

Darcy

2. Signalling and other traffic measures required to reduce traffic delays on adjoining streets, particularly on the North Circular Road, Prussia Street and Aughrim Street.
3. Traffic measures to deal with rat-running onto local adjoining streets.
4. Measures to ensure integration with the NTA/BusConnects plans for the Blanchardstown Bus Corridor and to provide details of all consultation with the agencies involved.
5. Public realm issues including a review of planters/street furniture/public lighting/road surfacing and road markings to ensure the highest standards are provided.

This Area Committee further resolves that the Engineering and Transportation Department undertakes these works within the next twelve months, so that consultation, led by the Area Office and local Councillors can be facilitated across the Autumn with a view to implementing an agreed suite of measures by early 2022.

On Tue, Jan 12, 2021 at 4:20 PM Lucy Chadwick <[REDACTED]> wrote:

Hi Darcy,

I hope you are well? Sorry to bother you again but we are horrified at the news that this week the Council voted to make the Grangegorman closure permanent without any further analysis or review! We feel that our submission was completely ignored and that it makes no sense in light of Bus Connects and the potential future effects of COVID on working and mobility patterns to not conduct an up to date review.

Can you please update me as to how this happened and what our next steps are now in relation to putting through another objection?

Best wishes,

Lucy

From: Darcy Lonergan <cllr.darcylonergan@gmail.com>

Sent: 12 November 2020 22:28

To: Lucy Chadwick <[REDACTED]>

Subject: Re: Bus Connects

lucy.chadwick@hotmail.com

From: Darcy Lonergan <cllr.darcylonergan@gmail.com>
Sent: 12 January 2021 16:49
To: [REDACTED]
Subject: Re: Bus Connects

Hey Lucy,

You are not bothering me at all, it is what I am paid to do. Just so you know I was in favour of making it permanent and 13 out of 14 of the councillors voted in favour.

I am sorry you feel like your submission was ignored, we were provided with a report which spoke about the various consultation sessions which took place, as well as, the submissions which were received. Overall it is reported that 60 percent were positive towards the trial.

In relation to bus connects, the project manager of the bus connects has informed us that as it was a trial it wasn't factored into the initial work but if made permanent they would factor in the design so they will begin to incorporate it moving forward.

We passed the trial but also made some comments and areas which we want to work on. Below is the end wording of the motion. There will be more space for you to input over the next 12 months.

Thank you
Darcy

That this Area Committee, in endorsing the Grangegorman Filtered Permeability Traffic Report, and in light of the agreed motion at this Committee in September 2020 for a Phibsborough Traffic Management review, calls upon the Traffic and Transportation Department of Dublin City Council to expedite the proposed Neighbourhood Traffic Scheme process so that measures to:

- Reduce rat-running,
- Tackle illegal and unsafe parking,
- Reduce commuter parking,
- Cut vehicular speeds,
- Reduce traffic volumes, and
- Enhance pedestrian and cycling opportunities,

are prepared by the Engineering and Transportation Department with a view to implementing these measures across the Cabra, Phibsborough and Stoneybatter areas, following appropriate local consultation in each neighbourhood, similar to the initial works undertaken to date in East Wall. In advancing this work, further opportunity will be provided to the Council to further examine, understand and address any consequences or impacts of the Grangegorman Permeability Measures, including:

1. The traffic and environmental measures requested by Phibsborough Residents to offset the adverse impact of the closure.

01 618 3689 | Paschal.Donohoe@oir.ie | www.PaschalDonohoe.ie

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

www.oireachtas.ie

lucy.chadwick@hotmail.com

From: Paschal Donohoe <Paschal.Donohoe@oireachtas.ie>
Sent: 10 February 2021 15:39
To: [REDACTED]
Subject: BusConnects Update

Dear Lucy,

I write to share with you an update on the latest position regarding the BusConnects project being advanced by the National Transport Authority.

As you will be aware there are two aspects to this project. Firstly, the *new Bus Service Network* and secondly, the *dedicated Core Bus Corridors*. I plan to provide a specific update on both aspects.

New Bus Services Network

The National Transport Authority published the finalised network last September. The *delivery of the revised network will be undertaken in eleven separate phases and I believe this will begin in April*. The initial phase will focus on the north-eastern part of the city. As and when I have details of the specific phases affecting communities across Dublin Central, I will share that information with you.

Planned Core Bus Corridors

The third round of public consultation on the proposed Core Bus Corridors was completed prior to Christmas. Officials in the *National Transport Authority are still reviewing the submissions received during the consultation process in order to bring forward further changes to the 16 proposed Core Bus Corridors*. Many of the issues that have been raised will be addressed as the design process is finalised across the coming weeks. Residents across many communities from Stoneybatter to Glasnevin and Phibsborough to Drumcondra and the North Strand have raised specific issues with me during and since the consultation process concluded. I am *working to have these ideas examined by the National Transport Authority with a view to implementing them as part of a formal planning application*. Such an application, I expect, will be submitted directly to An Bord Pleanála by April or May. This will follow on from approval of a Preliminary Business Case that will be submitted to Minister Ryan and Government later this month.

As is the case with any formal planning application, a statutory consultation process is required and that will provide a further opportunity for anyone to submit an observation detailing how additional changes or amendments can be made by An Bord Pleanála in making a determination of the application. It is my understanding that a single application will be lodged but no decision has been taken on this. Let me say that *I will provide a further comprehensive update on each of the specific Core Business Corridors located within Dublin Central* when a draft planning application has been prepared.

Further Information

I hope this information is of assistance to you and your community. Should you have any questions or queries arising from the details provided above, please get back in touch with me at Paschal.Donohoe@oireachtas.ie.

Should there be any local or national matter where I can be of help, please contact myself, or Councillors Ray McAdam, Naoise O'Muirí and Colm O'Rourke so that we can assist in whatever way we can.

Best Wishes and stay safe,



PASCHAL DONOHOE T.D.
Minister for Finance
Fine Gael – Dublin Central

344 North Circular Road | Phibsborough | Dublin 7 | D07 PD8P