

25 Norfolk Road
Phibsborough
Dublin 7

29th August 2022

An Bord Pleanála
Marlborough Street
Dublin 1

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

I am writing to An Bord Pleanála regarding the proposals for the Blanchardstown BusConnects Corridor. While I appreciate and support the improvement of public transport and cycling facilities there are a number of issues around the proposed Blanchardstown Bus Corridor in my view. These issues specifically relate to the proposed traffic changes around Phibsborough and the consultation process itself.

Proposed Traffic Changes

It is my understanding from the description of the proposed scheme that the Blanchardstown Bus Corridor will result in a series of other traffic changes being introduced in the Phibsborough area. These changes are located outside of the core bus corridor route of the Navan Road and Stoneybatter area and involve serious impacts for the communities involved. In particular I am referring to

1. The change to remove access to the North Circular Road from Annamoe Terrace and Annamoe Road
2. The change to remove access from Charleville Road to North Circular Road
3. The change to remove access to Monck Place from the Phibsborough Road

These changes will result in significantly increased traffic in the Faussagh Road/Connaught St. and Cabra Road areas. Of particular concern is the expected impact on St Peters Road. Displaced traffic flows are being actively routed down St Peter's Road. This road is completely unsuitable for displaced traffic for a number of reasons. Firstly, there is a primary school on this road and the proposed changes pose an increased risk to the school children and completely undermine the "school zone" measures taken by Dublin City Council to protect school users. Secondly, this is a narrow, residential street not designed as a through road. Thirdly, it is not possible for anything larger than 2 small cars to pass for much of this street. This street occasionally becomes blocked when 2 vehicles that cannot pass meet and following traffic builds up behind preventing one of the vehicles reversing. This regularly happens when the street is busy (e.g. when a match takes place at Dalymount Park). In fact active traffic management by An Garda Síochána is required for matches at Dalymount Park due to the increased traffic on this narrow road. The expected increase in traffic on this route due to the changes proposed will likely lead to increased instances of the road being blocked.

It is not clear why the above road changes are required and given the significant adverse impacts for the Phibsborough area these changes are not justified.

Consultation Process

The documentation regarding the Blanchardstown Bus Corridor (<https://blanchardstownscheme.ie/>) runs to thousands of pages, without a clear executive summary and is extremely difficult for the general public to navigate. The failure to clearly and simply lay out the proposed changes in a way that is easily understandable places a barrier in the way of members of the local community actively engaging with important changes to their home area. The failure to include the current traffic situation flows in the modelling further impedes the ability of the local community to assess the impact of the BusConnects changes on their area. In addition the fact that changes that could give rise to an 80% increase in traffic flow are described as "low impact" displays a complete disregard for the local residents who will have to contend with this almost doubling of traffic in an already very congested neighbourhood.

It is also my understanding that a number of these changes were not subject to public consultation and were only introduced in the context of the application to An Bord Pleanála for the Compulsory Purchase Order. This makes a mockery of the concept of public consultation if the changes proposed are not those consulted on and such actions contribute to the cynicism that exists among the general public regarding the planning process.

It is my view that a number of the proposals for the Blanchardstown Bus Corridor will have significant adverse effects on the local area and the application should not be approved without addressing these concerns. Therefore an oral hearing should take place for the assessment of the Blanchardstown Bus Corridor.

Orla Keane

Yours Sincerely,

Orla Keane