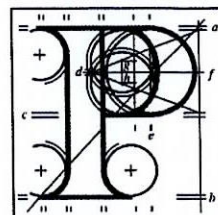


Our Case Number: ABP-313892-22



An
Bord
Pleanála

Connecting Cabra c/o Brian Gormley
34 Caragh Road
Cabra
Dublin 7
D07 H9H6

Date: 21 July 2023

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

Dear Sir / Madam,

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

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

If you have any queries in relation to the matter please contact the undersigned officer of the Board at laps@pleanala.ie

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

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

AA02

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

12 JUL 2023

Connecting Cabra CBC05 BusConnects Response (Case: 313892)

Chapter 4.18.2

1. Annamoe Road/ Annamoe Terrace junction design

The NTA's rationale to not improve the walking infrastructure at this junction does not make sense.

"While it would also be desirable to improve all surrounding areas, has focussed on improving facilities along the corridor, based on the scheme objectives."

If they are eliminating south bound travel on Annamoe Terrace by building the footpath out, it is on the scheme as this junction upgrade is being proposed by the NTA themselves. Surely they can also improve the junction by building the footpath out as suggested:

1.0 Annamoe Rd & Annamoe Terrace Junction

The Annamoe Rd & Annamoe Terrace Junction (as shown in Figure 1) is dangerously wide for two local roads. The width Annamoe Rd itself is 8.5m. The width of one carriageway on Annamoe Rd at this junction is 7.26m (Displayed in Figure 1). It is far too large for a local road. The proposed junction design violates several DMURS and BusConnects own design requirements.

- **Chapter 04 of the application "Proposed Scheme Description" Section 5.1 Traffic Lane Width states:** *"Traffic lane widths will follow the guidance outlined in DMURS"*
- **Carriageway widths as per DMURS Section 4.4.1 Carriageway Widths:** *"The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m)."*
- **DMURS Section 4.3.3 Corner Radii:** *"Where design speeds are low and movements by larger vehicles are infrequent, such as on Local streets, a maximum corner radii of 1-3m should be applied."*
- **DMURS Section 4.4.3 Junction Design:** *"Omit staggered crossings in favour of direct/single phase crossings (see Section 4.3.2 Pedestrian Crossings)."*

This junction should build out the existing footpath kerb to the pedestrian island. The current width of the carriageway here is 7.26m at its narrowest (as shown in Figure 1). This carriageway should be the new two way ingress and egress for vehicular traffic.

Finally, there should also be an at grade pedestrian "courtesy crossing" as this is the primary crossing point for pedestrians to the shops on Annamoe Terrace, which is a focal point in the community as per **DMURS Section 4.3.2 Pedestrian Crossings:**

"courtesy crossing should be considered where pedestrian demands are higher such as around Focal Points."

Finally, further supporting evidence for delivering an improved junction and public realm at Annamoe Rd & Annamoe Terrace is outlined in the **objective of Chapter 02 of the application "Need for the Proposed Scheme" which states:**

"Ensure that the public realm is carefully considered in the design and development of transport infrastructure and seek to enhance key urban focal points where appropriate and feasible."

The proposed solution to extend the footpath and enhance the public realm through greening, out to the traffic island would fulfil the DMURS design requirements (outlined above) of:

- Carriageway widths,
- Significantly reduce corner radii,
- Prioritise pedestrians,
- Increase pedestrian and cyclist safety.

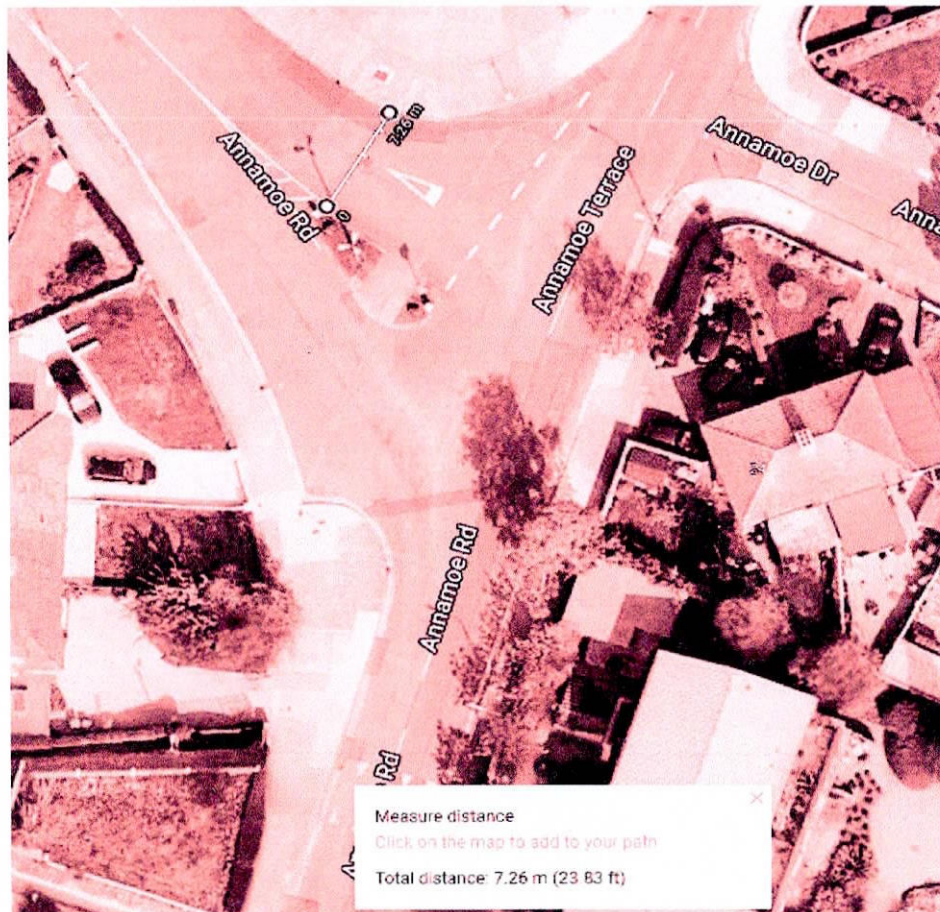
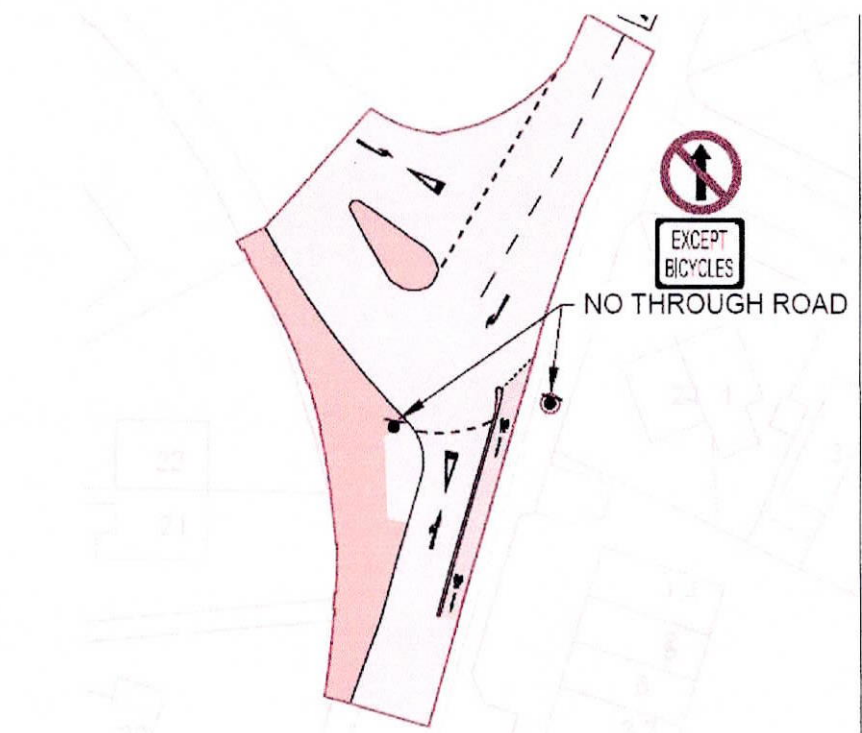


Figure 1 Above: Schematic showing Annamoe Rd & Annamoe Terrace Junction. Below: Measurement from Google Maps showing 7.26m wide for a single carriageway on Annamoe Rd

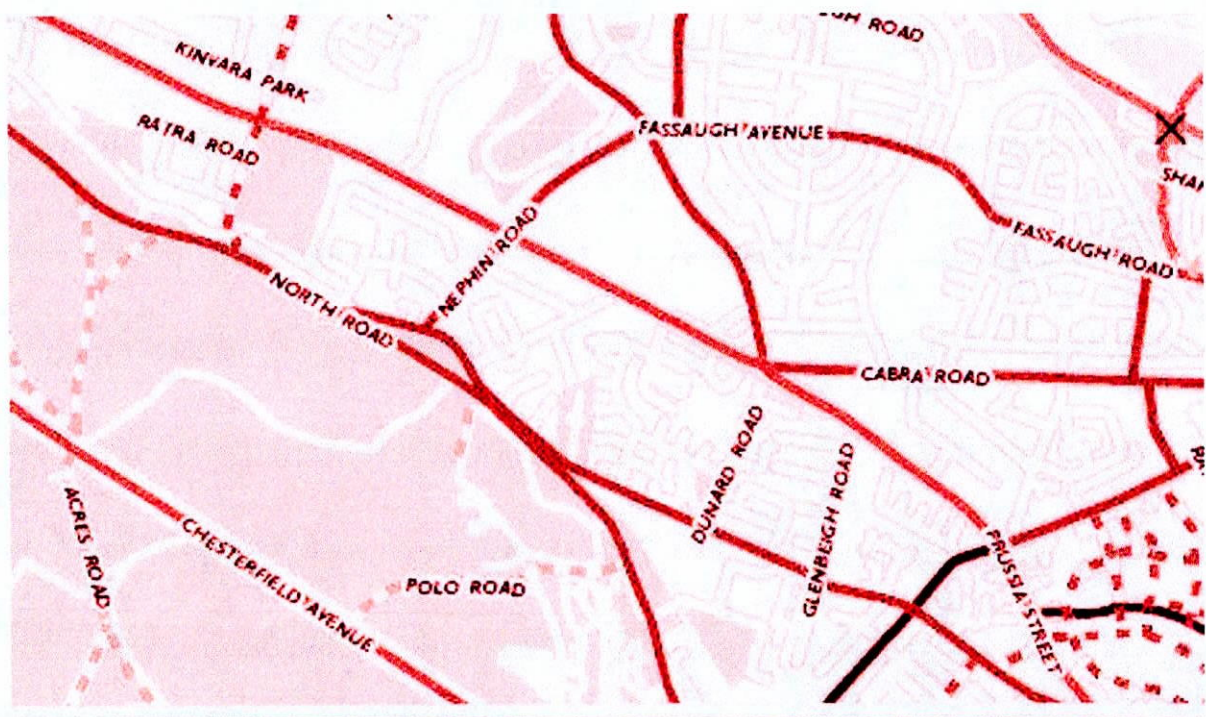
3. Flaws in cycle infrastructure design

The suggested introduction of cycle lanes on Ratoath Road and Cabra Road are noted by the NTA. As noted above in section i of this response, the aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region. While it would also be desirable to improve all surrounding areas, the Proposed Scheme has focussed on improving facilities along the corridor, based on the scheme objectives. It is possible that future schemes, brought forward either by the relevant local authority or the NTA, will address these connections and the Proposed Scheme allows for this to happen at a future date.

The submission was not calling for cycle lanes on the length of these roads merely that future cycle lanes (which are planned under DCC active travel plans (insert case numbers))) to be delivered as part of the Greater Dublin Area Cycle Network are integrated into the proposed scheme at the Cabra Cross junction which is in scope of the proposed scheme.

It would make Cabra Cross similar to every other junction of the scheme taking into account future GDACN routes and also fulfil the BusConnects Guidance as stated:

Chapter 04 of the application "Proposed Scheme Description" Section 4.6.6 Integration "Greater Dublin Area Cycle Network Plan (GDACNP) (NTA 2013)."



Project:

2022 GREATER DUBLIN AREA
CYCLE NETWORK PLAN

Title:

Figure 3 Schematic showing Secondary Cycle Routes for Ratoath Rd and Cabra Rd as part of the Greater Dublin Area Cycle Network Plan, 2022.

Ger O'Halloran,

Vice Chair Connecting Cabra

25 Carnlough Rd,

Cabra West,

D07wp04.