



## Observation on a Strategic Infrastructure Development Application

### Observer's details

#### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's  
name

Edel Behan

(b) Observer's  
postal address

5 Monck Place  
Phibsboro  
Dublin 7

### Agent's details

#### 2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's postal  
address

Click or tap here to enter text.

## Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

**You (the observer) at the postal address in Part 1**

**The agent at the postal address in Part 2**

## Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**  
(for example: 300000)

313961

- (b) **Name or description of proposed development**

CPO: Blanchardstown Bus Corridor

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Phibsborough Area,

**Monck Place** (ref. BF)

**Annamoe Road and Annamoe Terrace** (ref. BI)

**Charleville Road** (ref. BE)

## Observation details

### 5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

There are several 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 proposed Blanchardstown bus corridor route (Navan Road and Stoneybatter) which will have serious impacts for the communities involved.

These changes appear ad hoc and tactical in nature, and it is unclear how these provide any improvement to the proposed bus corridor or a key NTA objective in designing an inclusion transport system.

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

Some of the changes put forward are disproportionate, and it is unclear what the rationale is behind each. The impacted areas sit well outside the area of the planned bus corridor route.

#### **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 the three proposed restrictions appeared in the [final preferred route](#) publication dated March 2022.

While a number of proposals were discussed by the NTA with local groups in the areas, final proposals were not agreed and the details of changes such as Monck Place etc were not presented to the wider GWS community impacted by these changes.

In that context, the NTA has been inconsistent in its approach. It has made no attempt to resolve local adverse effects and has created new problems for other roads in the areas impacted. I believe in that context alone it is vital that an Oral Hearing takes place for the ABP assessment of the Blanchardstown Bus Corridor.

## 5. Grounds

### **Impact in the immediate locality**

The changes to the intersections at Monck Place and Avondale Ave will 'landlock' the 400+ households impacted by these changes. These changes contain significant adverse impact on the GWS area and NTA have provided no mitigating measures for local residents. In fact, there appears no improved road safety for vulnerable road users in the affected areas.

Some of the proposed changes will only add to the increasing congestion at major junctions such as Doyle's Corner.

Monck place/Avondale road has always provided a 'relief valve' for Phibsboro Road/Constitution Hill particularly for North bound traffic during the evening rush hour period. Restricting this north bound traffic turning left into Monck place will cause long tailbacks on Phibsboro road to Doyles corner.

Since it is unlikely any additional drivers will intentionally use this route to travel North/west out of the city, the impact will only be negative i.e. pushing even more unnecessary traffic into Doyles Corner

Given that traffic is reduced to single lane for considerable portion of this distance, this will significantly hamper the free flow of public transport heading north bound and add to air pollution in the local area, which has a health impact on the local residents.

Local GWS residents wishing to drive to the south side of the city or further afield will need to follow one of two routes.

1. via Avondale Rd to the North Circular Rd and travel via Doyles corner to Berkley Rd, Western Way and onto constitution hill. This will result in extra congestion to NCR/Doyles corner which already experiences heavy traffic every weekday morning.
2. via Avondale Rd to the North Circular Rd and travel down the full length of NCR to infirmary road to drive back across the city. In the evening time this is subject to considerable volumes of traffic with regular tailbacks from Hanlon's back towards Phibsboro.

### **Increase in traffic flows and the associated safety impact from the new changes**

These specifically relate to Connaught Street, St Peter's Road, the junction at St Peter's church, Fassaugh Avenue, Fassaugh Road and Doyles Corner.

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 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 st, St Peter's Rd and onto the junction at St Peter's Church in order to access the NCR.

### ***This raises two major concerns***

**Displaced traffic flows are being actively routed in front a primary school on St Peter's Road.** The NTA's proposed changes completely undermine the "school zone" measures taken by Dublin City Council to protect school users. The placement of the school and increase in traffic on the road due to the changes in

## 5. Grounds

driving patterns will introduce major safety concerns which have not been addressed.

**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 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. 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.

## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office.

You cannot use the online uploader facility.

## Fee

7. You **must** make sure that the correct fee is included with your observation.

### **Observers (except prescribed bodies)**

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

## Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

**Yes, I wish to request an oral hearing**

**No, I do not wish to request an oral hearing**

## Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

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**For Office Use Only**

<b>FEM – Received</b>		<b>SIDS – Processed</b>	
Initials		Initials	
Date		Date	

**Notes**