

Garbhan Doran & Helen McLoughlin,
46 Avondale Avenue,
Phibsborough, Dublin 7.
D07 KR28

29th August, 2022

An Bord Pleanála, (Strategic Infrastructure Division)
64 Marlborough Street,
Dublin 1.
D01 V902

**RE: Blanchardstown to City Centre Core Bus Corridor Scheme,
Compulsory Purchase Orders BG1, BG2, BF1, BF2
Case Reference: KA29N.313961**

To Whom It May Concern:

The principle of Bus Connects is to be commended and the introduction of segregated cycle lanes, widening of footpaths and improvement in the public realm associated with the development are all to be commended. The encouragement to use public transport or bicycle by this scheme will hopefully reduce traffic in the Dublin area however some further consideration or the impact to residents is required. It should also be noted that by the same measure removal of any cycle lanes for the Bus Corridor Scheme is a regression.

Further to the publication of site notices for the CPOs at Monck Place, BF1, BF2 and Phibsborough BG1, BG2 (which were removed from their structure for several weeks during the public advertisement period) we wish to submit the following observations set out below.

The traffic management measures noted in 4.6.6.3 of the EIAR, proposed for junctions R108 Phibsborough Road / Phibsborough and R108 Phibsborough Road / Monck Place are onerous for traffic mobility of the local community. Just as residents of sub-urban Dublin need to commute to work so do residents of urban Dublin yet these measures are unnecessarily punitive to accommodate the bus corridor. Whilst inconvenience is to be expected to promote improved public transport and reduced general traffic the level of restriction at these junctions and their subsequent impact is significant.

Currently there is a rat run for commuter traffic off the NCR through Monck Place and Avondale Avenue in order to avoid the queue to Doyle's Corner and turn Southbound onto Phibsborough Road. The measures proposed via the CPOs do mitigate the rat run on Monck Place and to a lesser degree Avondale Avenue as with only a left turn on to Phibsborough Road the rat run Southbound will be reduced. With the proposed removal of any turn off Phibsborough Road into both Monck Place and Phibsborough then the rat run is further deterred however this also makes neighbourhood access for residents extremely difficult.

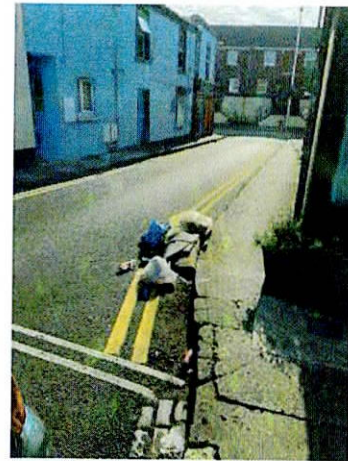
The removal of a right turn on to Phibsborough Road from either Monck Place or Phibsborough does mitigate one of the two major rat runs that exists. The second major rat run off Phibsborough Road through Monck Place and Avondale Avenue is from Northbound traffic and we would agree this should be removed or better restricted to local traffic. However, at a minimum, Southbound traffic should still be allowed to turn into Monck Place as this is largely used by local traffic / residents because Southbound traffic seeking Westward access on to the NCR do so via Connaught Street. We believe there is an unnecessarily high burden being placed on Connaught Street and its residents which the removal of a Southbound access to Monck Place will exacerbate.

We object to the traffic management measures at the junctions of Phibsborough Road with both Monck Place and Avondale Avenue on the basis they will create a new rat run along Avondale Avenue, refer Appendix A attached. The existing hazardous location of the Dublin-Bikes stand on Avondale Road and the ramps on Monck Place will deter any Northbound traffic off the NCR seeking to avoid the queue to Doyle's corner via Monck Place. Instead, Northbound NCR traffic will use Avondale Avenue as access due to the wide junction with Avondale Road and the fact that the exit at the Phibsborough / Phibsborough Road junction is closer to Doyle's corner than the exit from Monck Place.

Given that Avondale Avenue is 6.4m wide leading to Phibsborough which is 4.0m wide whereas Monck Place is 10.4m wide it is unfair to propose the same access to Phibsborough Road via both streets.



6.4m width of Avondale Avenue



4m width of Phibsborough



10.4m width of Monck Place

If access on to Phibsborough Road from Avondale Ave. and Monck Place allows only a left turn why would any traffic off the NCR use Monck place when Avondale Ave exits closer to Doyle's corner? Surely if both junctions operate they should have different functions given their close proximity and disparity in size. For example Phibsborough could take a Southbound right turn one way only access off Phibsborough Road whilst Monck Place retains a Northbound left turn only exit on to Phibsborough Road, refer Appendix B attached.



Wide access to Avondale Ave. off Avondale Rd.



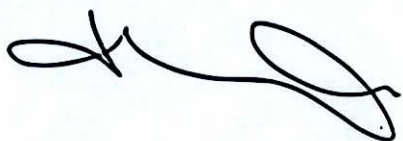
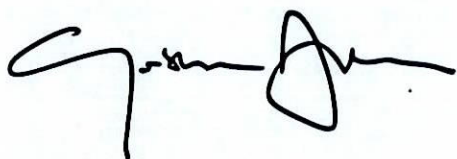
Hazardous placement of Dublin Bike stand, rams & yields on Avondale Road

At the very least traffic calming measures need to be installed on Avondale Avenue if the NTA ignores local objections and proceeds with the proposed plans, examples of such measures are noted below, refer also Appendix B attached.

- Reducing the wide access junction at Avondale Road / Avondale Ave junction with landscaping
- Landscaping between Castle Terrace and Avondale Ave to reduce road width and traffic speed
- One way access along Avondale Ave. Westbound
- Local access only signage
- Cul-de-sac either at Avondale Road junction or at Castle Terrace junction

As residents of Avondale Avenue we both, with our family, hope that you consider our concerns in refining the proposed Bus Corridor Scheme.

Yours faithfully.



Garbhan Doran & Helen McLoughlin

Encls. Appendix A & B