

Eimear Reilly

From: Cllr. Ray McAdam <raymcadam@gmail.com>
Sent: Thursday 29 September 2022 16:17
To: Eimear Reilly
Subject: Re: ABP-313892-22 - Busconnects Blanchardstown

Follow Up Flag: Follow up
Flag Status: Completed

Eimear,

Thanks for your email.

The postal address for inclusion is Members Room, City Hall, Dublin 2.

Best,
Ray

Ray McAdam
City Councillor - North Inner City

Chair - Planning & Urban Form Strategic Policy Committee
Chair - Dublin Central Area Committee

On 29 Sep 2022, at 15:04, Eimear Reilly <e.reilly@pleanala.ie> wrote:

Hi Ray

I have been asked by An Bord Pleanála to refer to the above-mentioned application, which is before the Board, and to your submission which was received via the Board's online portal on 30/08/22.

Please note that your submission will be deemed invalid if you do not provide the Board with a postal address by return email by 03/11/2022.

Kind regards

Eimear

Eimear Reilly
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Strategic Infrastructure Development
An Bord Pleanála
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Má fhaigheann tú an ríomhphost seo lasmuigh de na gnáthuaireanta oibre, ní bheidh mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre féin.

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Tabhair faoi deara led thoil: aon tuairimí nochtaithe san ríomhphost seo is iad tuairimí an tseoltóra féin agus níl sé intuigthe gurb iad tuairimí An Bhoird Pleanála nó go gclóíonn siad le polasaithe ráite an Bhoird.

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

FINE GAEL 

Councillor

RAY McADAM

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30th August 2022.

To whom it may concern.

I write to lodge an observation on the recent application made by the National Transport Authority with regards to the proposed Blanchardstown Core Bus Corridor as part of BusConnects.

I represent the communities of Stoneybatter, Infirmaroy Road, Arbour Hill, Montpelier and the Rathdown Road districts of Dublin 7 as a Dublin City Councillor for the North Inner City electoral ward. Since the planning application was formally lodged with An Bord Pleanála at the end of June, I have circulated more than 3,000 leaflets to households in each of the areas referenced above and engaged with householders and residents about how the Core Bus Corridor will impact these communities should the proposals contained within the application be implemented. That engagement highlighted the existence of a significant concern about the implications of the scheme on the Stoneybatter and adjoining districts and the alternative traffic arrangements proposed by the application.

It is with that in mind, I make two specific requests of An Bord Pleanála as part of its determination of this application and to provide information relating to the concerns raised with me by residents living in Dublin 7 who I am privileged to represent.

Firstly, it is my very strong view that before any decision is taken by An Bord Pleanála with regards to the granting of permission, the Board must hold an Oral Hearing to enable Dubliners living along the proposed route of the Core Bus Corridor to detail their specific concerns and what changes they like the Board to consider as part of the decision-making process.

Secondly, I would ask that An Bord Pleanála carefully examine the impact and consequences of the proposed traffic management changes contained in the planning application relating to the Stoneybatter area and environs, from Cabra Cross southbound to the Quays and between Infirmaroy Road and the Phibsborough on an east-west basis. Most of the correspondence I have received about the impact of the proposed Core Bus Corridor relates to this issue. I enclose copies of the various concerns that have been raised with me and the suggested amendments accompanying those viewpoints. I would strenuously ask An Bord Pleanála to examine these matters in greater detail and further reiterate the importance of an Oral Hearing being held, so as to enable a better analysis and discussion around this issue.

Finally, I attach a copy of the concerns about the application that have been raised with me and as part of that, some of the suggested amendments for the consideration of An Bord Pleanála.

I thank the Board for its consideration of this submission and the views contained therein.

Regards,

Ray

Ray McAdam | City Councillor - North Inner City

Chair, Dublin Central Area Committee | Chair, Planning & Urban Form SPC

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- **Proposed restriction on entering Manor Place from Manor Street:**

- o Surely that through traffic will simply use Arbour Hill (straight ahead from Brunswick Street North) and route via Ard Ri Road to Oxmantown Road. All that the Manor Place restriction will do is put that traffic onto Arbour Hill which is narrower than Manor Place and add traffic to Ard Ri Road. As such the restriction is a pointless exercise, which will be a significant nuisance for residents in the area with no real gain in reducing through traffic, nor enhancing the bus corridor operation. Plenty of pain (locally) but little or no gain in the overall scheme?
- o I would drop the proposed restriction at Manor Place and leave it to the local residents with councillors like yourself to monitor the situation in the first full year of operation of the corridor and only then introduce the Manor Place restriction if it makes sense. The local residents could then ask their councillors to raise it with the City Council Traffic Department as a local issue. I sincerely hope that our local councillors will not lose their valued ongoing influence on these local issues under NTA's use of Section 51(2) of the Roads Act 1993 (as amended) in this instance.

- **Impact on Stoneybatter neighbourhood:**

- o I am quite concerned about the impact this bus corridor will have on Stoneybatter.
- o We worked very hard to raise the profile of Stoneybatter and to develop a community spirit.
- o This bus corridor is putting all of this at risk...
- o I will personally stop shopping in Manor Street. And I won't be the only one. I strongly support all local shops but without being able to park in Manor Street or nearby, this will stop as I won't be able to carry my groceries or ironing or dry cleaning etc... To my house from there...
- o Also, by forbidding Northbound traffic through Old Cabra Road, this will add to the already very congested Infirmary road and North Circular Road.
- o This will also divert a lot of traffic through Phoenix park.
- o I am still trying to figure out how my husband and I will go to work if this happens. We work in Ballycoolin and we currently drive through Manor Street, Prussia Street, Old Cabra Road and Ratoath road.
- o What is considered LOCAL TRAFFIC? Will residents in Arbour Hill be allowed to drive along Prussia Street?
- o I cannot believe that northbound general traffic will be directed to Aughrim street. This street is impossible with parking on one side.
- o Same is for Arbour Hill.
- o This bus corridor probably makes sense from a civil engineering point of view, but, from a social point of view, this will do a lot of harm.
- o Is there anyway we could get a compromise on the route?
- o For example, what about for the bus corridor to go through the Phoenix park from the HalfWay house?
- o In summary, this bus corridor will kill a community in order to save the environment. There must be a way to do both.

- **Aughrim St/Prussia St/Manor St/Stoneybatter Area:**

- o Parking:
 - The proposed elimination of parking spaces (and two loading bays) in Manor St/Stoneybatter is unacceptable.
 - To say there is parking available on side streets is ridiculous.
 - Residents require parking near their home whether it be for convenience/transporting children/older people. Let us also not forget people with mobility issues.

- Businesses (which have survived with great difficulty) will suffer -
- Customers require easy access to premises, as it is the parking is inadequate in this area as is evidenced by car users already parking where they shouldn't.
- Businesses have already suffered through inadequate parking facilities often resulting in closure.

- On Aughrim St (A St) between St Joseph's Road and Kavanagh's pub there are only 9 spaces remaining and with the proposed new traffic proposals they may be eliminated too.
- On Prussia St (P St) it is proposed to eliminate the spaces there, I would call for the retention of this parking as at present from 10 a.m.

- Where would these residents park? Many already have a parking permit for St Josephs Rd, It has been noticed in recent weeks that parking spaces both during the day and evening are inadequate for everyone seeking it. The parking problem on St Josephs Rd was solved previously by introducing permit parking what is the new solution? One doesn't want neighbour falling out with neighbour over such an issue. I have requested an update on the number of parking permits issued to residents of Prussia St/Aughrim St/St Josephs Rd to park on St Josephs Rd but DCC is slow in reverting.

- **Restriction of movement/Increased fuel consumption/increased CO2 emissions:**
 - Aughrim St/St Josephs Rd/Prussia St
 - According to BC's proposals Vehicular Traffic can no longer access Manor St via Aughrim St (RMcAdam's recent circular)
 - Residents of St Josephs Rd can no longer access via Prussia St either.
 - How can residents of A St/St Josephs Rd access north quays/south city?

- **Access to New Cabra Rd (17 shops)**
 - Even going via A St one cannot go via Annamoe Tce, therefore one has to access it via Charleville Rd. If it has not already been proposed I guess access to Dowth Ave will not be permitted by taking the first turn right after exiting onto New Cabra Rd from Charleville Rd.
 - To return to Aughrim St it looks as though one will have to go via Screen Rd (no rt turn permitted from Charleville Rd onto NCR).
 - This is a return journey of 5kms+ whereas if one accessed 17 shops via Annamoe Tce the journey would be less than 2.5kms as at present.

- **Access to Maple Centre (Cabra Cross)**
 - According to proposals vehicular access from St Josephs Rd will be via A St/Screen Rd.
 - The return journey from St Josephs Rd will amount to 4kms, it is 1km at present via P St.
 - One cannot use Glenbeigh Rd as that exits onto the Bus Corridor from the Railway Bridge to the Navan Rd.

- **Bus services**
 - The No 37 will be replaced by N2 and will access O'Connell St via New Cabra Rd
 - The No 70 will be replaced and the new service will not serve the Manor St area
 - The 46A will no longer run. It will be replaced by an infrequent bus service from Heuston Station.
 - This will be a tremendous loss to residents of NCR from Infirmary Rd to Phibsboro/O'Connell St/Belfield.
 - Also for those changing to other bus routes at Phibsboro (e.g. for DCU)
 - Above all to those wishing to attend/visit the Mater Hospital, it has to be remembered that one is asked to attend no more than 10 minutes before one's appointment. It will greatly disadvantage those in the older age bracket and those with mobility issues.

- These are just an absolute minimum of examples of problems I see with the Bus Connects proposals in a tiny area of the Blanchardstown Core Bus Corridor. As far as I can see the proposals have not been thought through and would require a lot more consideration and refining.

- **Stoneybatter area:**

- I've looked at the complex re-routing proposals which I find perplexing regarding local access to facilities such as recycling and supermarkets. Stoneybatter won Pride of Place in 2016 and engaged with DCC in the greening process. Local people have put enormous voluntary effort into making this locality a pleasing and desirable place to live. Their effort should be rewarded with support from National authorities and politicians. The very word corridor describes what is proposed ie. a route which cuts through everything people have built here ie. a 'living' community which through their own efforts keep the city alive.

- **Traffic Changes in Stoneybatter:**

- They are very drastic changes and I am having difficulty figuring out our alternative routes. Having spoken to many neighbours, they feel the same. It would be helpful to have details on the proposed alternative routes and not just the options that are being taken away.
- How can I drive to Tesco Cabra or The Maple Centre on the Navan Road. I ask as that is where I do my weekly shop and so need to drive. Otherwise I would, as I always do, walk or cycle.
- The new petrol station on the Old Cabra Road - how do we access that with the new rules?
- Accessing the N3: I tried what I think might be my only route out around the outskirts of the Phoenix Park along Blackhorse Avenue? I found the road narrow in parts and often had to stop or pull in to allow oncoming cars past. I have big concerns regarding traffic on that road once the changes come in rather than having access to the multi lane main road that is the N3. I came back to Stoneybatter that way as it is quicker and straightforward but did note with concern the size and speed of the many buses now on the road. Do they have a speed limit? I felt quite vulnerable in my small car between them.
- Finally, I am concerned that the only route back to Stoneybatter is along the North Circular Road? Coming from Drumcondra, will that be the only way? I already try to avoid it due to heavy traffic and now will we even have to go further along or any come down Oxmantown Road to get to surrounding streets? With the recent, and for me welcome, traffic calming changes to that road I would question if it is suitable for the increased traffic it is going to have.

- **Lower Grangegorman Hanlon's Corner area:**

- Hanlon's Corner: If the Bus Connects goes through this will throw the traffic situation into total chaos. How are we going to get back to our homes? If Charleville Rd Monk Place and Annamoe Drive are blocked off to traffic this will mean that the residents of our area will have difficulties coming home. Can you explain the alternative route to me?

- **B Spine — local transport:**

- We don't drive in the city centre at all. We walk, cycle, use the 39 bus, and take taxis. We use our car for four purposes only: (A) To exit the city and drive to the South West; (B) to transport heavy items purchased in the immediate local area (items that we cannot carry on foot or by bike); (C) to transport our recycling to the Grangegorman Bring Centre; and (D) to access Western parts of the Phoenix Park. Based on the most recent Bus Connects plans, it looks like we will be unable to do these things without driving a 6km circuitous route around the Stoneybatter section of the B Spine, which will mean we use our car far more than we do now, become part of traffic congestion on routes around the spine, and increase our use of energy (be it fossil fuel or electricity) to far higher levels than ever before in the almost thirty years we've lived here. From our point of view, this is a negative change, and one that goes against climate change policies, and erodes the values of urban village living.

- REQUEST: Can we have a Local Resident tag system that allows us to use bus lanes to continue to have direct access to our supermarkets, our recycling centre, our Phoenix Park, and to easy routes from our home to the M7/M50?
- Bus Connects solves the problem of quickly transporting large numbers of people into the city centre but does not provide for local public transport that would further reduce car use.
 - REQUEST: Could there be small electric shuttle buses that travels in a loop from Blackhall Place, up Manor Street, up Prussia Street, left on NCRd to Phoenix Park, south onto Infirmary Rd towards Heuston, along the quays to Chancery Place, up Greek Street and Beresford Street, left onto King Street, and back around to Manor Place? This would take in all the places that local people access by car.
- **BusConnects; Arbour Hill:**
 - It seems like there will be little or no access for residents' cars to move around the Stoneybatter area any more.
 - For example, if I want to recycle in the Bring Centre Grangegorman how do I get there if there is no left turn from Arbour Hill to cross over into Brunswick Street and up Grangegorman?
 - How will I drive to Tesco Prussia Street for my once in a while Big Shop?
 - These are just a few of the issues I have with the whole situation.
- **Kirwan Street:**
 - Kirwan Street homes have been damaged by the volumes of traffic using the Street as a rat run before that traffic Island was placed at the junction of Grangegorman & Brunswick Street, there is absolutely no reason to close Brunswick Street from Walshes Pub to the corner of Lower Grangegorman, another piece of add on to planning without consultation.