

28 August 2022

29 Monck Place

Phibsboro

Dublin 7

Re: Blanchardstown Bus Corridor Scheme – Ref: 313892

To whom it may concern

I am writing to you regarding the Blanchardstown Bus Corridor Scheme, the proposed changes to traffic restrictions in Monck place and the impact that it will have as a household, as a resident of Monck place & Great Western square and in the wider local community.

The purpose of the bus corridor as I understand it is to encourage those who travel into Dublin city from the suburbs and beyond to abandon private vehicles and use public transport.

As someone who works in the wider energy and sustainability industry, this is something that I strongly advocate.

One principle difficulty is that the proposed traffic changes would appear to punish those in the locality in terms of freedom of movement.

It is also unclear how introducing traffic restrictions in Monck place has any relevance to the Blanchardstown Bus Corridor which at its nearest point is almost 1km away?

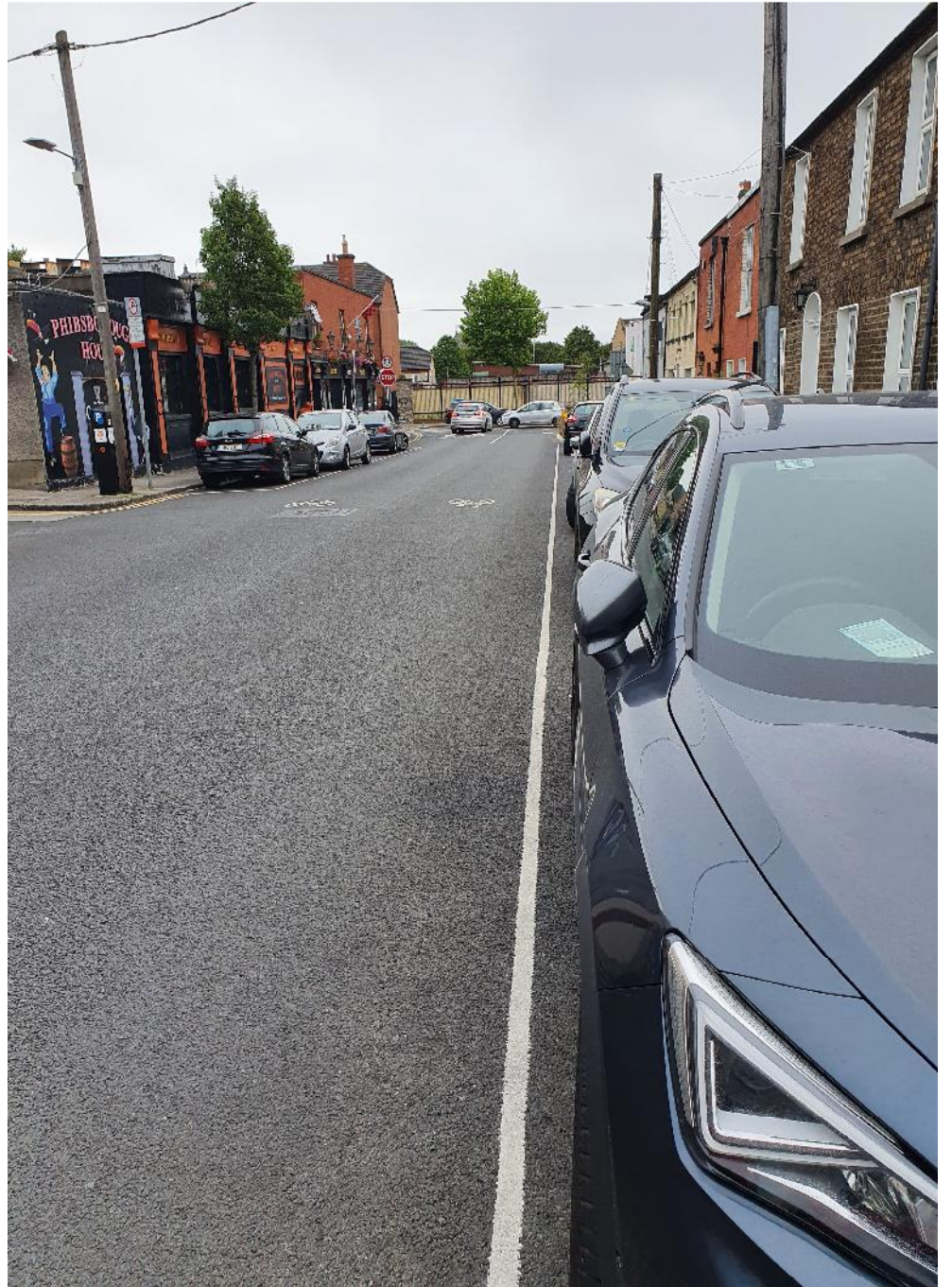
Background and Current Reality

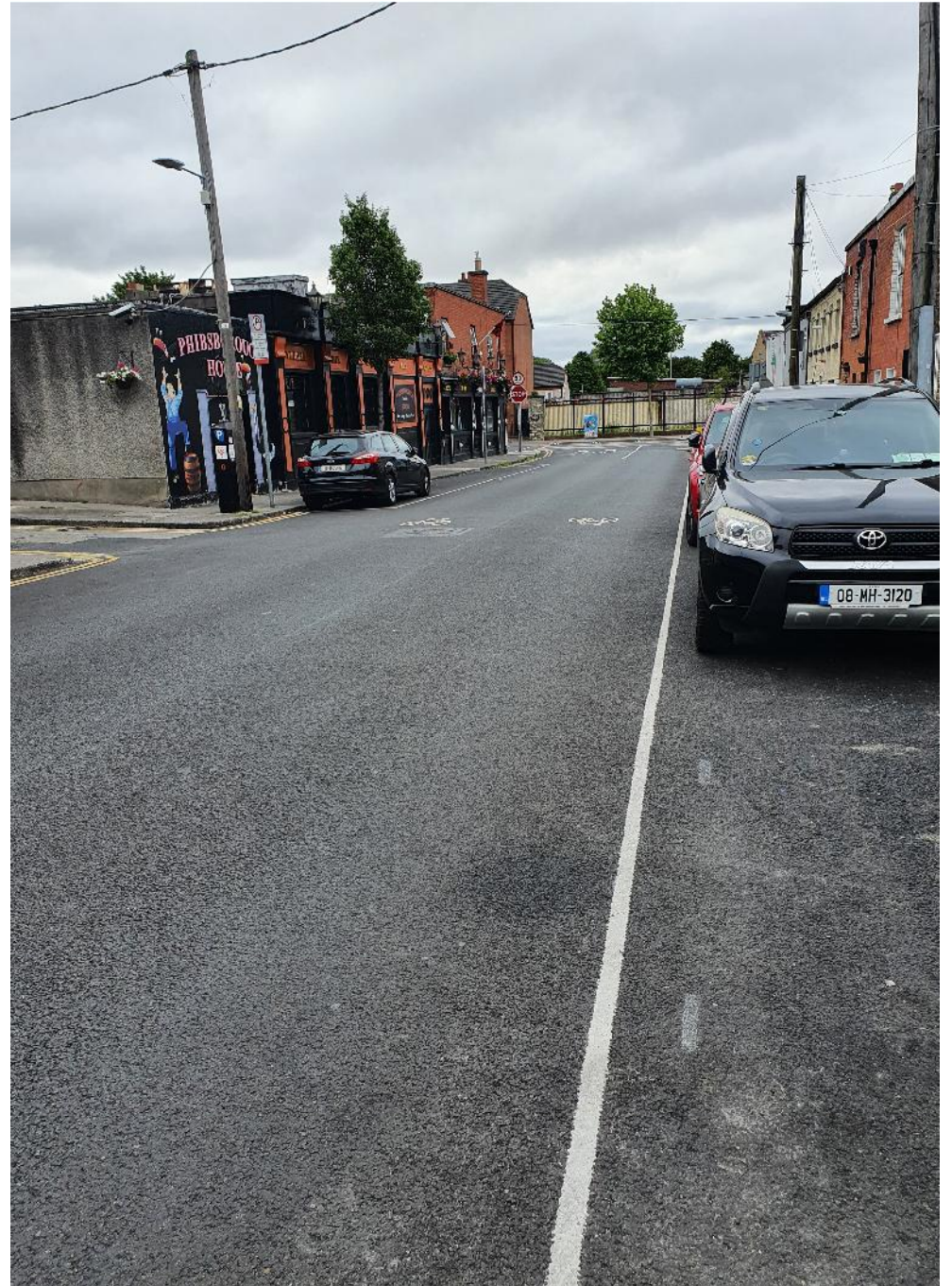
The volume of traffic on main thoroughfares in our area is significant e.g. Phibsboro rd and North Circular Rd. Since the Covid pandemic and the wide spread adoption of remote working the volume of traffic on Monck place has reduced dramatically.

Prior to the pandemic when I left our home each morning to go to work around 8am, east bound traffic was backed up on Monck place to at least the front door of our home and frequently around two thirds of the total length of Monck place. This was an everyday experience, but currently this volume of traffic is no longer a reality.

To demonstrate this, I have randomly taken photographs of traffic on numerous mornings as I leave home for work in Monck Place. These photographs were taken in early July of this year to show how dramatic the change has been. The photographs have been taken between the times of 7.11am to 8.43am between the dates of 7th and 16th of July. They have been taken on the westerly and easterly aspects on each day.



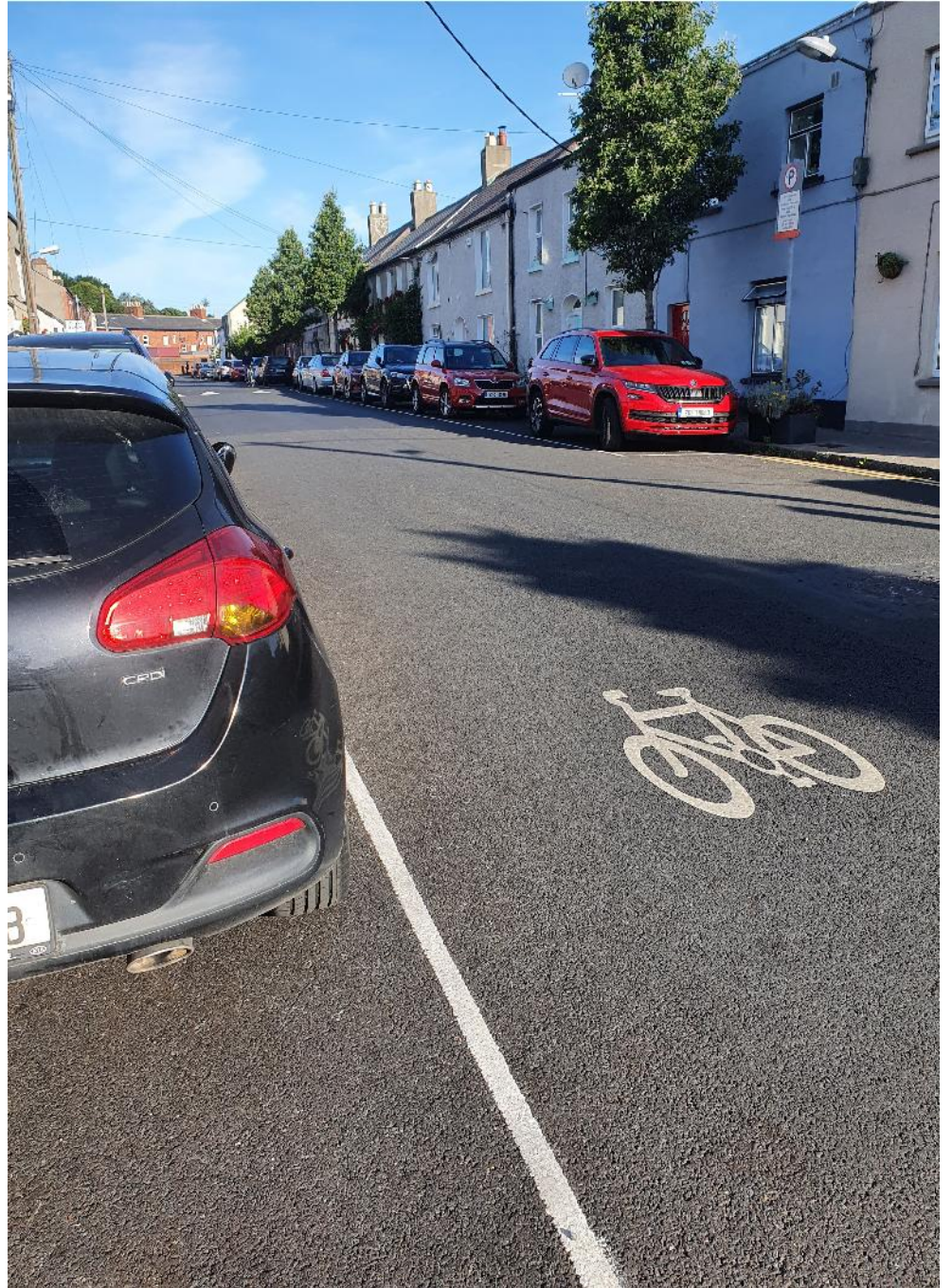


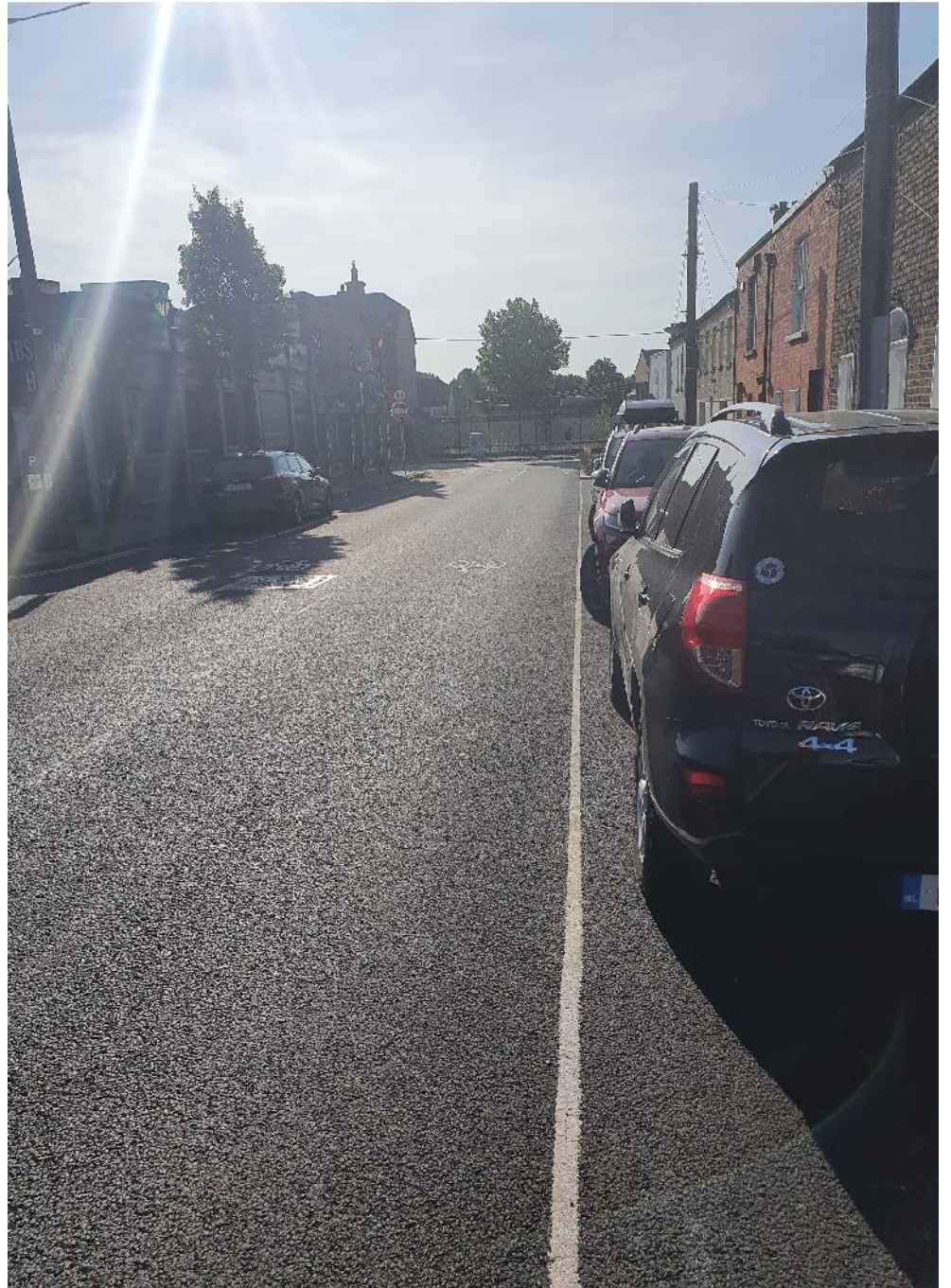














Impact as a household

As a household we use public transport frequently, but as a family with 3 children of different ages we require the ability to use our car to travel for a wide variety of reasons, where public transport is simply not suitable. Examples are travelling to GAA matches, shopping, and visiting family outside of Dublin.

As a business owner I attend customer meetings both within Dublin and around the country. I travel to these meetings by car very often leaving and returning during the morning and evening 'rush hour' periods.

Between work and family commitments our collective lives are extremely busy with constant time pressure to be in different places every day at various times, virtually every day of the week.

Reducing local access and increasing journey times will directly add to that pressure, increasing stress and in extreme cases has the potential for unintended accidents to happen. These are genuine health and safety concerns for our family.

Impact in the immediate locality

Some of the proposed changes have potentially unintended consequences.

Monck place/Avondale road has always provided a 'relief valve' for Phibsboro Road particularly for North bound traffic during evening rush hour period. Restricting this north bound traffic turning into Monck place will cause long tailbacks on Phibsboro road to 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 residents wishing to drive to the south side of the city or further afield will need to follow one of two routes;

1. Leave 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. Leave 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 corner for circa 100 to 200 hundred metres back towards Phibsboro.

Local residents coming from Glasnevin/Doyles corner heading south, wishing to enter Monck place will need to take one of the following routes

1. Drive down Connaught Street onto St Peters road, onto new Cabra rd, North Circular Rd and Avondale rd and Monck Place. Connaught Street already takes a significant volume of traffic and increased traffic volume on St Peters road causes increased safety risk to children attending the primary school.
2. Drive onto NCR to Berkeley Road, Mountjoy Street to Western Way and onto Phibsboro Road up to Doyles corner to NCR and onto Avondale Road. This will force local residents to join evening rush hour traffic on Phibsboro Road and North Circular road.

In all of the above examples, it forces local residents to have to queue in traffic unnecessarily, increasing journey time, increasing fuel costs and adding to air pollution.

The proposed re-configuration of the junction of New Cabra Road and North Circular Road provides little benefit in terms of traffic relief but introduces significant additional safety risks.

Currently morning traffic that comes into Dublin on the New Cabra Road continues onwards into the city centre. There is very little or no requirement to drive in the New Cabra Road and turn backward in almost the same direction. The most likely vehicles to utilise this route will be heavy goods vehicles such as rigid and articulated trucks conducting deliveries to business and construction sites e.g, Grangegorman development etc. Given the 'hairpin' nature of this turn, articulated trucks will struggle to take this turn accurately and safely.

At a minimum this has the potential to cause significant traffic congestion and in the worst case potential jack knifing or fatal accidents with pedestrians. It is worth noting that this junction is regularly used as a crossing point for children attending St Peters primary school

Mr Enda Ruxton