

Case Ref. KA29N.313892

Shandon Residents Association Observations

These are our comments on the latest proposals for this scheme:

We fully endorse the issues raised by Cllr Marie Sherlock in her submission and the observations of the residents of Leinster Street North, in particular their comments on the absence of clarity on the inevitable deterioration of air quality in our area.

We note the estimated 80% increase of traffic on Connaught St (EIAR Impact Assessment)

The Connaught St leg of the junction with Phibsborough Rd has, over the last 20 years, been vulnerable to total blocking with only a small increase in traffic volume. The estimated increase would make the street impassible for all practical purposes.

Connaught St for much of its length is a one car-width street with traffic having to wait turns to proceed. There is no scope for measures to facilitate safe cycling. So will parking be restricted or will these measures simply not happen?

Much of St Peter's Rd is at present a school safety zone. It is difficult to see how this would be compatible with the large increase in traffic.

The proposed left and right turns at St Peter's Church will surround the church entrance with traffic. As a major proportion of the church goers are elderly this will impact on their safety and destroy the peace of the church forecourt.

Any reduction in parking spaces along the North Circular Rd and Cabra Rd will push parking into the Shandon area which already has parking problems for residents.

Queues along Connaught St will increase rat running through Shandon Crescent and Shandon Park to jump the queue as has been observed with previous traffic jams.

Even more dangerous is the practice of driving at speed down the back lane between Shandon Drive and Connaught St, again to jump the queue.

Both of these events will happen more frequently with longer queues

In Phibsborough and Shandon we are at the narrowing point of the two corridors from Ballymun and Blanchardstown. We have no final details of the Ballymun scheme so we cannot assess what additional impacts this scheme will have on our area on top of those from Blanchardstown.

There seems to be a vague hope that car volumes will gradually decrease over time instead of taking more robust measures to discourage car use such as a congestion charge for journeys within the canals combined with a series of Park and Ride facilities outside the M50 with shuttle buses using the new bus corridors to provide city access.

Overall the plans lack clarity and detail and there is no forum where we can interrogate Bus Connect on the issues which concern us.

Shandon Residents Association
10 Shandon Drive
Dublin
D07 E7C5