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To: An Bord Pleanála

Application I wish to make an observation on:

Application by the National Transport Authority (NTA) - (within their Blanchardstown to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2022) – To Restrict or Otherwise Interfere with the Public Right of Way as described in Part III (Section B) of the Schedule:

- Reference on the deposited map on NTA Website = BE
- Description of public rights of way to be restricted or otherwise interfered with: “All rights of vehicular traffic (except pedal cycles and other bicycles) in a southeast-bound direction (from Charleville Road to North Circular Road) over that section of the public right of way at the junction of Charleville Road and North Circular Road in the county of Dublin and between the lines BE1 And BE2, shown coloured green on the relevant deposit map reference 0005-DM-0028.

I wish to object in the strongest manner possible to this proposal on the following grounds:

1. Likely effects on the environment of the proposed road development if carried out:

This proposal will force all residents on Charleville Road who need to exit Charleville Road by car to drive to work or for any purpose in the direction of the North Circular Road (south-eastbound) to instead exit Charleville Road in the opposite and wrong direction onto the Cabra Road (north-westbound).

This will significantly increase all journey times by forcing trips in the wrong direction with negative environmental effects. Secondly it will force all vehicles to unnecessarily try to join heavy traffic on the Cabra Road – far heavier than before Bus Connects which will force all non-public transport vehicles at Cabra Cross to use the Cabra Road instead of the route they need and use – the Old Cabra Road which will be for busses only.

The heavier traffic on the Cabra Road caused by Bus Connects is the very reason the NTA propose this development. This development is to ensure cars do not turn right from the Cabra Road onto Charleville Road - to instead stay on the congested Cabra Road. The force Charleville Road residents to try to join this congestion on the Cabra Road – even though their need is to not to do so but to exit at the other end on to the North Circular Road – which this development will prohibit.

2. The implications of the proposed road development if carried out for the proper Planning and Sustainable Development of in the area in which it is proposed to situate the proposed road development.

The same arguments above support my objection to this proposed development in terms of its implications for the sustainable development of this area. Forcing Charleville Road residents to exit in their cars at the opposite and wrong end of the road than the direction in which they need to

travel is the opposite to sustainable development. Even worse than the circuitous journey this will cause is the fact that it will be almost impossible to exit Charleville Road on to the Cabra Road congestion cause by Bus Connects. This will result in congestion on Charleville Road with cars stuck and unable to exit – among which will be those Charleville Road residents who need to exit at the other end on to the North Circular Road. This is unsustainable and environmentally damaging development at its worst.

To close I would ask the following:

1. That the NTA application for this proposed right of way change on Charleville Road be refused by An Bord Pleanála.
2. That the Bord ask the NTA to instead consider denying access to Charleville Road at its junction with the Cabra Road to all vehicular traffic (except pedal cycles and other bicycles) and to leave the Charleville Road/North Circular Road junction unchanged for as it is now. This would achieve the aim of the proposed NTA development i.e., to prevent access onto Charleville Road from the Cabra Road. And it would do so without forcing Charleville Road residents to exit at that junction when their journey is in the opposite direction – exiting on to the North Circular Road

Yours in hope,

Gerry Weir