



Date: 30.8.2022

Bus Connects-Ref No. ABP313892

**Senator Fitzpatrick,  
Seanad Eireann,  
Leinster House,  
Kildare Street,  
Dublin 2.**

**30<sup>th</sup> of August 2022**

**Ref No. ABP 313892 Blanchardstown to City Core Bus Corridor**

To Whom it may Concern,

The following are my observations in relation to the planning application lodged by Bus Connects for the Blanchardstown Route of the scheme.

While I welcome the proposed provision of more frequent, reliable, affordable, and environmentally efficient public transport service, I have some serious concerns in relation to the Blanchardstown route plan.

I particularly support the enhanced provision of bus services. Bus services are very human scaled, agile, and flexible form of public transportation that support social mobility, social activity and community integration.

Before granting permission for this element of the project An Bord Pleanala must consider and address the following issues:

1. This application does not include any provision for Park and Ride, An Bord Pleanala should require the NTA to provide adequate Park & Ride to mitigate private vehicle traffic displacement in residential communities in Dublin 7 including Stoneybatter, Cabra, Phibsborough and the Navan Road.
2. The plan does not seem to consider those living in the Dublin 7 area who due to various reasons are not able to use public transport and must use a car to get from A to B in the community of Dublin 7.
  - The proposed one-way sections on Charleville Road / Annamoe Road will cause major disruption to both residents and users of these roads trying to get to or come from the North Circular Road.
  - Closure of Prussia street and access to Stoneybatter for local residents and workers who require car transport
  - Impact of traffic displacement on Skreen, Nephin and Baggot roads, Annamoe, Cabra road, Cabra East and Phibsborough
  - Negative impact of Phibsborough traffic congestion on Phibsborough village
  - The proposal of double yellow lines on Skreen Road will have significant impact on a street which has a lot of elderly residents and limited off street parking.



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3. Area outside cottages 136 – 142 Navan Road: Path width is not 2.8M along the full length of the cottages 136 – 142 Navan Road as stated by the NTA in reply to a query from the cottage residents. The path width outside 142 Navan Road ahead of the existing bus stop reduces to 1.85M. This is already under the 'desirable minimum of 2m as set out in the Bus Connects Preliminary Design Guidance Booklet' mentioned in the NTA reply below.

Reducing the path size, especially outside no. 142 will present a clear danger to path users and residents at 142 entering or leaving the property.

4.To Proposal to remove a significant number of trees on the route is extremely concerning. Existing trees along the route provide highly valuable environmental, biodiversity and visual amenity. Any removal must be mitigated by the introduction of mature, native species trees and planting that will provide a minimum like for like environmental and visual amenity.

An Bord Pleanala must give serious consideration to the submissions made by community groups, like the Navan Road Community Council, and others from the area who will be most affected by this development.

Sincerely,

Senator Mary Fitzpatrick