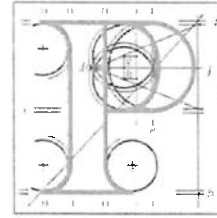


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Ranelagh Village Improvement Group
c/o James Wrynn, Coordinator,
27 Chelmsford Road
Ranelagh
Dublin 6
D06Y638

Date: 24 April 2024

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in the mean time, please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

To: An Bord Planala

From: RVIG (Ranelagh Village Improvement Group)
James Wrynn Co-ordinator RVIG
27 Chelmsford Rd.
Ranelagh
Dublin 6
D06 Y638
Mobile: [REDACTED]

Case Number: ABP-316272-23

Subject: BusConnects Route 12

Date: 27/03/2024

AN BORD PLEANÁLA	
LDG-	_____
ABP-	_____
28 MAR 2024	
Fee: €	Type: _____
Time: 11:10	By: Hand

Submission by RVIG on responses by NTA/BusConnects to our August 2023 submission on the proposals for Route 12.

Introduction

RVIG and residents of Ranelagh reiterate support for increased public transport and other non-vehicular modes of movement, particularly walking and cycling. Ranelagh has benefited in this regard from the Luas and dedicated/separated cycle tracks. The movement in this direction should continue but must be balanced by consideration of undue or unnecessary inconvenience for residents and the importance of essential trips by car, particularly by elderly residents who want to access medical and other services. There is a very substantial population of elderly in Ranelagh, as illustrated by the significance of 'Meals on Wheels' and other essential services.

In our earlier submission we raised four crucial points. Since then, the implications of the proposals have become clearer and new further radical proposals have been inserted, of particular concern, the prohibition of certain right and left turns. NTA/BusConnects have published their response to our and other submissions. Below we set out our views on the NTA/BusConnects response and in doing so have amplified our previous submission with further supporting information.

Lack of proper consultation

The response lists various measures implemented as part of what is asserted as having been an adequate consultation process.

As set out in the next section (and elaborated in the Appendix to this Submission), the most marked illustration of the total lack of consultation with many of those affected by the impact of Route 12 was the last-minute insertion of the proposed ban all right-hand turns out of the Beechwood and Belgrave areas (as well as left-hand turns from Chelmsford Rd. & Sallymount Ave.) in the final plan put to an Bord Planála. This is the most egregious example of a token approach to public consultation that almost completely omitted any effort to inform or consult with communities and householders not situated directly on Route 12 but *greatly affected by proposals such as the Bus Gate on Lr Rathmines Rd.* – with all its knock-on effects in terms of traffic congestion - as well as on the supposed priority of active travel - in surrounding areas.

We reiterate that the only consultation available to residents of Ranelagh was the exhibition on BusConnects in general, rather than Route 12 specifically, that was held in The Hilton Hotel as far back as 2019. This was universally regarded as a farce and pure box-ticking tokenism. The NTA/ BusConnects personnel available at the meeting were unable to provide answers to most queries. In fact, more than one official admitted that the purpose of the meeting was not to provide information but to simply ascertain if local residents had any useful local ideas. And this might have been possible if local people had been given explanations on issues, which attendees assumed was the purpose of the meeting. Unfortunately, the meeting was completely unsuccessful as a consultation exercise.

More importantly, most Ranelagh residents were not even aware of the meeting. This was because NTA confined publicity to people living directly on the route – *despite the fact that this proposal has huge implication for residents of all parts of Ranelagh, particularly in terms of accessing Sandford and Clonskeagh roads.*

Probably the most damning comment on the consultation process is that RVIG could not find a single example in a 700+page document where any point submitted by a person or group has been incorporated into the current proposals. It may well be that buried in the complexity of the document there is some minor acceptance. But, overall, the almost complete rejection of observations illustrates the bogus nature of the consultation process.

Complexity of documentation

RVIG and others have complained about the complexity of the documentation involved in this planning process. This point is further amplified by the recent NTA Observations document. Every effort seems to have been made to make it as inaccessible as possible. It may seem a small point but the URL, containing 126 characters, must constitute one of the most complex ever designed. It is understandable that an organisation dealing with a very large volume of information needs a systematic approach to organising document

labelling/storage, but it should be user-friendly in the interests of good consultation as well as broader citizen access.

The current document is almost impenetrable, requiring extensive scrolling to access connected/cross referenced passages. A simple device would be to have click to access for cross referenced sections. Again, this seems to be a pattern of frustrating genuine consultation.

Curtailment of left and right turns

The curtailment of right turns into Ranelagh Rd and Sandford Rd. from the Angle, Ashfield Rd and Merton Drive, and left turns from Chelmsford Rd and Sallymount Avenue will cause extraordinary inconvenience and lengthy detours. These restrictions will result in increased road usage by cars because of the complex alternative access routes required. Residents of Merton Drive, Upper and Lower Beechwood Avenue, Edenvale Rd and Mountainview Rd, for example, will have to drive up to an additional 3 Km to access Sandford Rd and Clonskeagh, including UCD. It will also mean longer and more expensive taxi journeys. The NTA itself has acknowledged that the extra detours will create more CO2. This should be considered in the context of a 2.5 KM detour for Rathfarnham residents being deemed unacceptable. Ranelagh residents were not notified or circulated with information leaflets about the proposals. In fact, many of the affected residents have only become aware of the proposal in recent days. The strength of their response in the Appendix to this Submission speaks volumes for the lack of consultation, which is statutorily required.

These curtailments are some of the most significant and detrimental proposals in the final plan for Route 12. The Meals on Wheels programme, for example, operated out of Woodstock Gardens, delivers 23,000 meals per year which involves weaving through the adjacent roads of Ranelagh in a short time window due to the nature of the work. All of these are affected by the restriction on certain right and left turns, but above all by increased traffic volumes. The NTA Observations document argues that these latter restrictions will reduce 'Rat-Running'. This is not a credible argument and has no supporting evidence. Figures are given on changes in projected traffic numbers throughout the document but there is no substantive evidential base for many of these.

RVIG has argued that these proposals are proposed as a solution to a traffic flow problem exclusively, with no regard to broader environmental and social issues and in particular ignore the knock-on effects of residential areas adjacent to Route 12.

Walking and cycling

Encouraging walking generally and specifically to schools is a transport objective. As stated in our August 2023 submission there are seven schools in Ranelagh which, to the greatest extent possible, should be accessed by cycling and walking. But the diversion of through traffic into residential areas of Ranelagh militates against this. Furthermore, there is no indication of how traffic diversions to Ranelagh will affect

the proposed Clonskeagh-City Centre cycleway through Ranelagh. There is a generalised statement in the Observations document that the proposed plan is integrated into overall strategic traffic plans but there is no given evidence of this in relation to the said proposed cycleway.

Traffic flow numbers

In the most recent RVIG submission we queried the general validity of the traffic flow projections for Route 12 and its environs. There is still no valid basis for these and, in scientific terms, they are merely wishful thinking. There is a bias in the projection and assessment of traffic diversions and impacts – on crucial junctions in particular, such as that between Rathmines Rd. and Castlewood Ave. as being of minor significance.

We pointed out that the projected reduction in traffic on Rathgar Rd of a drop of 80% appeared to be greatly exaggerated. No evidence was provided in the original document and there has been no response to the issue. As this is the main source of diversions to Ranelagh and adjacent side roads it is effectively the base factor in determining flows of traffic through the Village and its surroundings. Thus, the projected flows through Ranelagh lose any evidential base they might have had. This undermines the proposition of negligible flows through the adjacent residential streets of Ranelagh. We pointed out that the plan projected a very significant increase on Palmerston Rd., of 200%. The consequences of this inevitably increased traffic flows within Ranelagh are not addressed. We also highlighted the capacity issue on Ranelagh Rd. which is also to get an upgrade cycleway, this reducing vehicular space. How is a 40% increase in vehicular volume to be accommodated? Again, there is no response.

Summary

We argue that the consultation process has been profoundly flawed and it is not possible to assert that it is compliant with Aarhus, statutory or social requirements for engagement with the affected public. NTA/BusConnects asserts it has provided certain non-statutory required consultation. While we should be grateful for these crumbs from the table, it transpires that these crumbs had no food value.

Many of the issues we raised in our earlier submission were either not addressed or simply resulted in a reassertion of earlier flawed arguments. In addition, very significant changes, e.g., prohibition of certain exit turns, were introduced without any consultation.

Attached is supporting documentation indicating the significance of these points for local Ranelagh residents (including names & addresses) - in particular on the impact of the proposed right and left-turn restrictions.

Document. reflecting the views of almost 200 residents in Ranelagh.

NTA Bus Connect – Severe implications for Ranelagh residents either side of the Ranelagh/ Sandford Road and between Ranelagh/ Sandford Road and the Luas track

Views of residents in Ranelagh

March 2024

Introduction

The NTA have introduced a proposal preventing right hand turns onto the Ranelagh/ Sandford Road at Merton Drive, Ashfield Road and Charleston Road and left hand turns at Sallymount Avenue and Chelmsford Road. The NTA have described this as “may result in inconvenience” which completely understates the impact on people’s lives, their ability to access necessary services, access their place of work / study and has real environmental impacts. It is extraordinary that a proposal to reduce the use of cars, could result in residents of Merton Drive, Upper and Lower Beechwood Avenue, Edenvale Road and Mountainview Road having to drive up to an additional 3.5 km to access facilities on the Sandford Road East of Merton Drive. This should be considered in the context that a 2.5 kilometre detour for Rathfarnham residents was deemed unacceptable or feasible for those residents.

The residents of Ranelagh (listed in the attachment) support the use of public transport and have benefited greatly from the Luas and cycle routes to and from town. However, we also have to undertake essential trips by car not serviced by public transport and these need to be recognised. Some solutions to the issue are suggested below.

Lack of proper Consultation

While the NTA have publicly consulted on the new bus corridors and with residents along those corridors, they have not engaged with the residents of Ranelagh. Those Ranelagh residents in residential areas did not understand that the proposals would have the effect of substantially blocking them from accessing the Sandford and Clonskeagh roads without extensive detours. We also understand that these proposed bans on turning right were not included in the original proposal and were only added at a late stage which meant that it was not picked up by many residents.

IMPACT

Meals on Wheels and Woodstock community centre

The Woodstock community centre (which provides sheltered housing for elderly residents) also provides over 100 meals on wheels every day (23,000 per year) throughout Ranelagh and from Irishtown up to Rathgar. The meals are delivered by a group of volunteers who already struggle to meet the demands of vulnerable and elderly residents in the Community. Quite simply, with the proposed restrictions, the group will not be able to deliver the same volume of meals due to the additional time and cost (fuel) in delivering the service. Indeed, some of the existing volunteers are concerned that this proposal will substantially prevent the service from operating. The proposal pushes all the cars onto a limited number of roads and this will also have an impact on the traffic on those roads and the ability to move easily around the neighbourhood.

Elderly Neighbourhood

As a well established neighbourhood, Ranelagh has a high proportion of elderly residents who cannot use public transport and require cars, either driving themselves or family or neighbours to access health care and other services. Depending on where they live there will

be a real impediment in easily accessing services and it will also have the impact of forcing them to drive on what will now be very busy roads.

Access to taxis and lifts

For taxis who do not plan to return to town, the additional mileage just to go east / southside may result in taxis not accepting these fares. This may well put young people in a vulnerable position after a night out.

Environmental impacts

As noted above, and acknowledged by the NTA, this proposal will result in permanent substantial detours for residents of certain roads who wish to travel east on the Ranelagh / Sandford roads. This will add to greater fuel consumption and CO2 emissions.

Access to work, college, hospitals and sporting facilities

While supporting the use of public transport, the fact remains that in many cases, public transport does not serve the specific route, or is not suitable for various reasons, as such, there are valid reasons why people need to use their car and need not to be unreasonably impeded in their journey. In particular, access to St Vincents hospital by both patients and by on call medical staff in the neighbourhood is of concern. Access to schools in Donnybrook and Clonskeagh will also be difficult to access. Furthermore the extended driving times are directly opposite to the aims of a 15 minute city which seeks to increase connectivity and access to services.

Solutions

In recognising that improving public transport benefits everyone we consider that there needs to be a solution or compromise that allows the residents still access to the Sandford and Clonskeagh road while achieving the proposed aims of bus connect.

1. Make the access to the Right hand turns only attractive to residents. Traffic calming measures or detours within the neighbourhood could be introduced that essentially make the route unattractive, other than for those who are residents. These would also impact residents but would be preferable to a 3km detour.
2. Make the right hand turns (and left hand turns from Sallymount Avenue etc), subject to time restrictions.
3. Study the actual volume of traffic turning right on each of the roads to determine the volumes and what the actual impact is on the plans for bus connect.

This Document represents the views of the following in Ranelagh.

Ranelagh Community Response CLG CHY 20206371

Rita Purcell and Pdraig Collins	32 Beechwood Avenue Upper, Ranelagh
Miriam and John Ryan	38, Albany Road
Ayesha and Safiyyah Jeeva	15 Beechwood Avenue Lower
Joan and Gerard Cullen	15, Park Drive
Rebecca and Pdraig Mathews	47, Merton Drive
Yvonne Kelly	15 Beechwood Road
Cooleen McCarthy	4, Albany Road
Catherine Flanigan	7, Beechwood Avenue Upper
Clodagh Canavan and Barry MacMahon	60, Merton Drive
Ciara and Nils Kickham	39, Beechwood Avenue Upper
Nicola Burns-Kirley	44, Park Drive

Michael and Sharon Foley	10, Mountain View Road
Ann Sheehan and Brain Maye	57, Mountainview Road.
Fionnuala McAuliffe	2, Albany Road
Laura Nolan	52, Beechwood Avenue Lower
Pieter Lemstra and Margaux Kenny	13, Merton Drive
Orla and Ciaran O Conluain	6, Merton Drive
Olivia and Olive Meyrick	21 Park Drive
Peter and Caitriona O'Brien	20 Edenvale Road
Olive and Donal Corbett	22 Merton Drive
Michelle and Graham Farrington-Christie	15, Frankfort Avenue
Deirdre and Eugene Hillery	9, Albany Road
John and Judy Barnes	59 Edenvale road
Maurice Devitt and Teresa Elford	40 Edenvale Road.
Aine Leacy	70, Beechwood Avenue Upper
Joe Shortall	15, Merton Drive
John Barnes	59 Edenvale Road
Sheila Stephens	81, Ashfield Road
Joanne Barrett	31, Edenvale Road
Mary Doherty	49 Beechwood Avenue Upper
Teri Kiberd	31 Edenvale Road
Clare and Gerry Looby	27 Beechwood Avenue upper
Philip and Veronica Daly	Merton Drive
Penny Dewar, Jacob and Josh Kennedy	25 Anna Villa
Aisling Fleming	20 Albany Road
Tom and Margaret Bluett	13, Edenvale Road
John and Maria Gageby	18, Cullenswood Gardens
Michael Smith and Elaine Greene	61 Edenvale Road
Sunniva and Declan Kelly Barrett	44 Palmerston Gardens
Carol Louthe	48 Beechwood Avenue Upper
Paul and Dairine Clinton	Beechwood Avenue Upper
Ann Boyle	54 Beechwood Avenue Lower
Nora and Alan Palmer	22 Mountain View Road
Pat Galvin and Ester McCarthy	65 Edenvale Road
Trish and Aidan Mathews	16, Mountainview Road
Gerry and Geraldine Grenham	18, Edenvale Road
Roger and Ann Costello	27, Edenvale Road
Ann Herlihy and Donal Brosahan	71 Moyne Road
Joan and Gerard Cullen	15 Park Drive
Annemarie McRedmond	Ashfield Road
Kevin and Muriel Thornton	63 Moyne Road
Djamel Benziane and Ann Cooney	9 Edenvale Road
Majella O'Regan	16, Moyne Road
Patrick Collinson and Neil Murphy	59 Beechwood Avenue Upper
Brian Butler and Muriel Moroney	Beechwood Avenue Upper
Puala Guerin and Paul O'Callaghan	?
Maire Nic Fhinn	32, Albany Road
Freida Ryan	29 Upper Beechwood Avenue

JP and Laura Montgomery	4 Beechwood Road
Conor Kelly and Carmen Lopez	47 Park Drive
Ciara and Paul Foxton	9 Merton Drive
Mary Pierse	20 Mountainview Road
Diarmaid and Louise O'Corrbui	17 Cowper Drive
Ross and Keelin Dawson	17, Anna Villa
John Pearson	4 Anna Villa
Fiona and Philip Meagher	74 Beechwood Avenue Lower
Aoife MacCarthy and Stephen Dowling	3 Cowper Drive
Gary and Anne Valentine	36 Park Drive
Andrew and AnnMarie Dunne	1 Tudor Road
Rose and George McAuley	57 Anna Villa
Eimear McCarthy	11 Edenvale Road
Mary and David Diggins	33 Park Drive
Harry and Laura Colley	46 Park Drive
Anthony and Sheelagh Gallagher	29 Beechwood Avenue Upper
Sinead and Kevin Daunt	34 Mountain View Road
Killian and Mary Lannen	35 Park Drive
Dee and Darragh Buckley	39 Anna Villa
Jenny Fee	39 Merton Drive
Margaret and Stephen Masterson	35 Merton Drive
Siobhan Clarke and Padraic Moran	27 Merton Drive
Aoife and Tony O Riordan	40 Park Drive
Jennifer Cunningham & Tom Eschmann	12 Merton Drive
Simone and Colm Brady	42 Merton Drive
Mairead and Damien Corr	40 Merton Drive
Rory McGinley and Orla Ruane	24 Merton Drive
Teresa Elford and Maurice Devitt	40 Edenvale Road
Marcus and Paula Thomas	32 Merton Drive
Patrick Campion and Jean Gallagher	Beechwood Avenue Upper
Deirdre Dargan	18 Albany Road
Mary Doyle and Michael O Donovan	14 Albany Road
Des, Siobhan and Hannah Lennon	17 Edenvale Road
Tony and Deirdre Connellan	4 Cowper Gardens
Rachel Murray and Ronan Nulty	25 Merton Drive
Angela Fulton	Tudor Road
Mark McKenna and Maria Olmedo	22 Anna Villa
Nora and Alan Palmer	22 Mountain View Road
Derek and Annica White	41 Mountain View Road
Susan and Steve Iredale	5 Cowper Gardens
Fiona and Martin O Donohoe	41 Park Drive
Emma Tuohy and Peter McInerney	24 Mountain View Road
Andrew Simpson	84 Ranelagh Road
John and Sheila Lynch	Killeen Road
Francis and Claire O Keeffe	41 Dunville Avenue
Fionnuala and Turlough Donnelly	2 Oakley Park
Diarmuid O Se and Patricia Taylor	1 Merton Drive

Olivia and Colm O Neill	26 Merton Drive
Gerry and Anne Dollard	62 Beechwood Avenue Upper
Dan and Dee Herbert	Cullenswood Gardens
Elaine and Niall McGirr	18 Park Drive
Mark Byrne	17 Park Drive
Dermot and Paula O Doherty	16 Beechwood Avenue Upper
Breifne O Reilly and Eavan Doyle	51 Edenvale Road
Annmarie and Jonathan Blennerhassett	6 Anna Villa
Phil Coll	34 Park Drive
Denise Cavanagh	41 Edenvale Road
Gerri Skehan and Gerry Griffin	Tudor Road
Frank Long	27 Beechwood Avenue Lower
Anne Marie McDaid	Annesley Gardens
Conor and Janey Cullen	1 Oakley Park
Eleanor Dunican and Andrew Manies	8 Anna Villa
Marcel and Lisa Klein	67 Beechwood Avenue Lower
Cathal and Triona Gibson	25 Park Drive
Colin and Marie Delaney	33 Dunville Avenue
Liam and Helen Bradley	23 Edenvale Road
Louise Halpin	43 Dunville Avenue
Brian and Jennifer Cooney	41 Merton Drive
Carole O Donnell	23 Albany Road
Miriam Ahern	77 Beechwood Avenue Lower
Joe, Janet and Maeve O'Brien	12 Albany Road
Helen Arnold	14 Tudor Road
Shane and Dee O'Brien	44 Mountain View Road
Damien Maloney	46 Merton Drive
Paul Bushe	19 Anna Villa
Mary Byrne	57 Anna Villa
Ann and Liam O'Hagan	Tudor Road
Caitriona Fisher and Rebecca Graham	11 Albany Road
Bernard Ryan	Merton Drive
Fred Schelbaum and Fergal Scott	1 Edenvale Road
Richard and Helen Rutledge	Cowper Gardens
Maura and Cyril Doyle	50 Beechwood Avenue Upper
Caitriona and Noel Gaughran	36 Beechwood Avenue Upper
Terry and Tony O'Dwyer	8 Beechwood Avenue
June Linnane	28 Annesley Park
Maeve Valentine	22 Cullenswood Garden
Hazel Piggot and Diarmaid Moran	28 Park Drive
Christine Kennard and Brendan Cleary	10 Edenvale Road
Neil and Frances Murphy	32 Tudar Road
Mary and David Gill	41 Beechwood Avenue Lower
Rhona O'Connor	61 Ranelagh Road
Geraldine Magnier and Aidan Connolly	53 Edenvale Road
John and Grace Healy	8 Tudor Road
Mark Haverty and Mairead Byrne	Elmpark Avenue

Conor and Jennifer Mahon
Fionnuala Ni Chasaide
Joanne and Darren Whelan
Brian Murray and Aideen Loftus
Agnieszka and Naeem Bismilla
Andrew Woolfe
Anne and Lance Graham
Frances Stafford
Pat and Rita Garvey
Brian and Orla Daly
Ivan and Anne Duncan
Peter and Hilary Carey
Dominic Barnes
Sheila McHugh
Eugene and Claire McLoughlin
Pierce and Pippa Casey
Andrew Murtagh
Brian McAnallen
Mary Leonard and Frank O'Connor
Paddy and Una Adams
Aisling Foley Nolan
Katrice Sheridan

34 Merton Drive
Merton Drive
Anna Villa
Mountain View Road
46 Edenvale Road
19 Albany Road
23 Park Drive
31 Beechwood Avenue Upper
Park Drive
Cowper Drive
Park Drive
31 Tudor Road
59 Edenvale
49 Dunville Avenue
75 Beechwood Avenue Lower
31 Mountain View Road
30 Tudor Road
15A Park Drive
67, Moyne Road
36 Merton Drive
38, Merton Drive
50, Dunville Avenue

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 31 Beechwood Avenue Upper
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 Cowper Drive
 Park Drive
 31 Tudor Road
 59 Edenvale
 49 Dunville Avenue
 75 Beechwood Avenue Lower
 31 Mountain View Road
 30 Tudor Road
 15A Park Drive
 67, Moyne Road
 36 Merton Drive
 38, Merton Drive
 50, Dunville Avenue

RVIG -Ashfield Road/ Ashfield Avenue/Mornington Road

Andrew Bradley	27 Ashfield Road D06FN53
Clodagh Murphy	27 Ashfield Road D06FN53
Michael Bradley	27 Sandford Road
Niall McMullan	47 Ashfield Rd, D06 VW77
Ali & Chris Hill	41 Ashfield Road
Bláthín Peirce	44 Ashfield Road
Nigel Lowther	44 Ashfield Road
Jenny & Ronan Neary	28 Ashfield Road
Kenny Worn	63 Ashfield Road, Ranelagh. D06 A563
Céline Darcy	91 Ashfield Road Ranelagh
Peadar Mac Mathúna	11 Ashfield Road
Máire Ní Chonaire	11 Ashfield Road
Adrian Pelham	3 Ashfield Road
Kevin and Ellen Bailey	33 Ashfield Road
Keara Robins	3 Mornington Road
Karl Mc Carthy	32 Mornington Road
Niall Homan	35 Mornington Road
Chris Gibson	17 Mornington Road
Richard Barrett	19 Ashfield Avenue
Anna and Mick Foley	42 Killeen Road
Niall and Ruth Connell	20 Annesley Gardens
Imelda Healy	38 Mornington Road