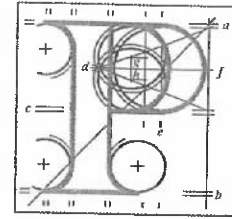


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Carmel Sherry
18 Mannix Road
Glasnevin
Dublin 9

Date: 22 November 2022

Re: BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme
Ballymun/Finglas to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) 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. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02 (Acknowledgement - No Receipt to Issue)

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
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Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

To An Bord Pleanála
64 Marlborough Street
Dublin 1

Ballymun/Finglas to City Centre Bus Connect Core Bus Corridors

Your Ref 314642

Dear Sir/Madam

Please see my comments on the above Bus Connects Bus Corridors.

Ballymun to City Centre

St. Mobhi Road and diverted outbound traffic.

When the option to divert northbound traffic away from St. Mobhi Road and re-route it through Botanic Road, Glasnevin Hill and Ballymun Road Bus Connect reported that *there were no objections to the proposal to route through traffic along Ballymun Road instead of St. Mobhi Road*. (Draft Preferred Route Options Report Nov 2020). Now instead of that re-route, Bus Connect are proposing that

- Ballymun Road and St. Mobhi Road, where parallel with each other, will both allow inward traffic only
- vehicles moving outward, diverted away from St. Mobhi Road from Botanic Avenue, must now take a 2km diversion along Botanic Road, Glasnevin Hill, along Old Finglas Road, past Ballymun Road, past Cremore Park, past Cremore Avenue, along Cremore Villas and back along Griffith Avenue Extension to Griffith Avenue/St. Mobhi Road junction
- Even outside Bus Gate operation times at that junction, the traffic flow still does not allow for vehicle access to Griffith Avenue or Home Farm Road without using the elongated diversion.
- Only through traffic to Ballymun or Finglas will be able to avail of the access when Bus Gate is not in operation.

Comment:

2km is not a short diversion.

- 2.2km eg. Is the distance between start of diversion at Botanic Road to O'Connell Street.
- 2km is the distance between a bus stop on Drumcondra Road Lower at Botanic Avenue and O'Connell Street

A clear part of accepting this Option was northbound general traffic was diverted along Ballymun Road. This is necessary to connect local communities of Glasnevin both north and south of the River Tolka (eg to get from Botanic Avenue to 2 schools and Na Fianna GAA on St. Mobhi Road). Yes, I agree that part of Ballymun Road at that point gets quite narrow, but it makes no sense to make it part one-way inbound when inbound via St. Mobhi Road is already available.

This is meant to be a local diversion but it is the local community that are impacted most.

- Bus Connect tell us that much of through traffic will already be diverted to the Finglas Road at Hart's Corner.
- Through traffic to Ballymun will likely use St. Mobhi Road rather than Ballymun Road outside of Bus Gate restriction times.

Glasnevin/Drumcondra community is separated by the River Tolka bridges over the River Tolka. Due to continuous heavy traffic, using the Drumcondra Road for local access is to be avoided. That is why local access tends to use the Glasnevin option more often. And now we are expected to make a very large diversion.

Bus Connect has so little regard for diverted traffic, that on this occasion, they have not even shown a map which outlines the diversion.

Botanic Road/Botanic Avenue Public Realm

By narrowing Botanic Avenue at the junction with Botanic Road, a public realm will be created and this is welcomed.

Comment : Road Safety and need for traffic lights. There will be much increased traffic at this T junction.

- From traffic diverted northward along Botanic Road at Fairfield Road/St. Mobhi Road junction.
- From traffic along Botanic Avenue that normally turns right northward into St. Mobhi Road which are diverted further along Botanic Avenue until it meets this T Junction.

Both from a road safety point of view, and given the increased volume of traffic on both of these roads diverted away from St. Mobhi Road, traffic lights at this junction should be considered essential.

Sight lines for this traffic turning right from Botanic Avenue towards Glasnevin Hill are seriously restricted even now.

Bus connect propose to move the inward bus stop closer to the T junction.

I suggested traffic light at this junction in my previous submissions to Bus Connect, but can't find any consideration of this proposal at all. The pedestrian lights on the other side of the River Tolka could easily be replaced with traffic lights at this T junction

General Comments

Cycle lanes in general

- Shared footpaths and cycle lanes. I believe that some, but certainly not all footpaths are proposed to be narrowed too much to facilitate cycle tracks. It takes more space for two buggies, or dog walkers to pass each other than a cyclist to pass a slower cyclist. There is no need for such lanes to have equal width as pedestrians. In many areas a one-third two-third ratio would be more appropriate. I am particularly concerned by the speed of e-scooters using these cycle lanes. I believe e-scooters as motorised vehicles should be directed away from shared footpaths and cycle lanes.

Cycle lanes should be clearly marked with a different colour and texture to clearly identify them on shared footpaths. Experience of current cycle lanes show worn out markings and are practically invisible in places. It is unclear who is liable for injuries caused by a collision between pedestrians and cyclists on cycle lanes particularly at bus stops. Or who else would be liable if cycle lanes are not clearly visible.

- One particular cycle lane should be re-visited on Botanic Road along the wall of the Botanic Gardens. One glance of street view in Google Maps will show you the cycle lane does not reduce in width, but the adjoining traffic lane reduces to almost the same width as the cycle lane. See picture below. If this is acceptable to Bus Connect on a road used by buses, it doesn't bode well for future cycle lanes
- A two-way cycle track on the Iona Road side of Botanic Road will extend from Prospect Way to Whitworth Road where a new footbridge will be provided across the Docklands Railway Line between Whitworth Road and across the Royal Canal.

Comment: I assume this crossing will be high enough (or perhaps a swing option) to facilitate the navigation of barges along the canal.

Thank you for taken on board my comments

Regards

Carmel Sherry
18 Mannix Road
Glasnevin
Dublin 9
15th November, 2022

Email [REDACTED]



