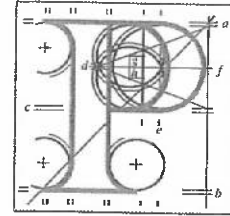


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Glasilawn Road Residents Association
C/O Deirdre O'Neill
11a Glasilawn Road
Glasnevin
Dublin 11
D11 KF86

Date: 22 November 2022

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

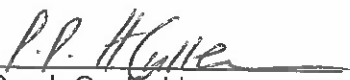
Dear Sir / Madam,

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	Teil	(01) 858 8100
Glaó Áitiúil	LoCall	1890 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

An Bord Pleanála
64 Malborough Street
Rotunda
Dublin 1
D01V902

Deirdre O'Neill, 11a Glasilawn Road,
Glasnevin, D11 KF86

14 Nov. 22

REFERENCE: STATUTORY PLANNING APPLICATION FOR THE BALLYMUN/FINGLAS TO CITY CENTRE CORE BUS CORRIDOR SCHEME.

Dear sir/madam,

We wish to make the following observations on the statutory planning listed above:

We support improvements to the overall transport strategy and its objectives outlined in the application. However, we have several concerns with the proposal.

Environmental Impact Assessment	<p>We have concerns regarding the high volume of traffic that will be redirected into a residential area because of the proposals. We were unable to locate any evidence of an Environmental Impact Assessment.</p> <p>There are several roads to which traffic will be diverted, which will not be able to withstand the level of traffic. These roads are already suffering during peak hours, they will not be able cope with all the outbound traffic from the city.</p> <p>We would expect that an assessment is conducted on these roads concerning noise, vibration, and pollution.</p>
Lack of Communication	<p>The local community was only made aware of the latest proposals by the good work of our local politicians – without that, no one would have been aware.</p> <p>We have subsequently learnt that several meetings have taken place, and some of the meetings took place over zoom during Covid. Given the significant impact on our local community we must stress that we feel there has been a complete lack of engagement from Bus Connects with the local community.</p>
Lower Ballymun Rd Closure	<p>The closure of Lower Ballymun Rd will significantly exacerbate the traffic flow problem on Ballygail rd. East and this needs to be re-examined so traffic will be allowed to flow in a Northbound direction up Ballymun road.</p>

	<p>The removal of the Old Ballymun Road, as the initial preferred route is incomprehensible. It now does not appear to be included in any of the plans and in addition a barrier system along the road is being considered. It's possible introduction is symbolic as the barrier is not only creating a physical divide but a divide among the community. Glasnevin is a beautiful place to live in with a great community spirit, to purposefully create a barrier would be devastating for the community as a whole. I urge you to revise these plans and for shared access to be provided by all the routes - as one community in its entirety.</p> <p>This issue has caused much consternation within the local community. Lower Ballymun road seems the most logical route for outbound traffic – it's approximately 1.5km shorter than the new proposed route, it avoids the already busy Glasnevin Hill (and its two schools), the traffic junction at Ballygall Road/Griffith Avenue, and does not send traffic back down the length of Griffith Avenue which already has a 15-to-20-minute wait at peak traffic hours. At a time when environmental concerns are of most concern, asking drivers to sit in cars at already busy junctions seems unusual.</p> <p>A route via Lower Ballymun Road would avoid all of this.</p>
<p>Ballymun Core route Destination</p>	<p>The application states that the core bus routes will terminate at Arran Quay, which is not in the city centre. This will represent an increase in commuting time instead of improving it for most people. This area is not easy to access and is unsafe in the evening and late at night; this has not been addressed in this application.</p>
<p>Works against walking/cycling due to increase in traffic</p>	<p>The traffic impact study fails to outline the impact on adjoining areas of the proposed changes, i.e., the closure of the Ballymun Road section at Glasnevin Hill and the additional traffic rerouting up through Ballygall Road East and other areas.</p> <p>While these roads are always busy, at peak school hours they are already unworkable – a result of the two schools on Glasnevin Hill, the large primary school on Griffith Avenue extension, and the use of the roads to travel to all other schools on Griffith Avenue and the locale.</p> <p>In particular:</p> <ul style="list-style-type: none"> - Glasnevin Hill/ Old Finglas Road during school drop off and collection. - The junction at Cremore Villas and Griffith Ave Ext - The junction at Ballygall Rd East/ Fitzmaurice Road - Ballygall Road East/ St Canice's Road <p>Turning the roads from local community access to an arterial route will severely compromise the living conditions and the residential atmosphere that currently exists. This is a local community with lots of young families. The children in the area are actively encouraged to walk and cycle to school. Forcing high volume outbound traffic will compromise the safety and health of the people and children in the community. Parents will be reluctant to allow their children to walk or cycle, therefore, causing a cycle of negative feedback by forcing more parents to drive - this is greatly at odds with the principles of the project which is to encourage less car usage.</p>

Creation of Rat Runs	<p>This will also invariably lead to the creation of East-West Rat runs through Canice's Road and Hillcrest/Pappins Road is inevitable as Ballygall Road is too congested unless the route down the Griffith Avenue extension is favoured.</p> <p>There is a balance between making Ballygall Road open and valuable for the local evening commuter and making Griffith Avenue extension the primary way to get to Ballymun road.</p> <p>The obvious logical solution is not to cut off the old Ballymun road and allow traffic to move up it.</p>

Kind regards,

Deirdre O'Neill

On behalf of

Glasilawn Road Resident Association



