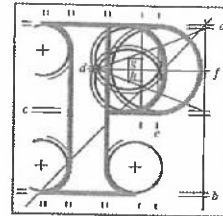


**Our Case Number:** ABP-314610-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Kathleen Cuffe  
90 Saint Mobhi 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
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



Kathleen Cuffe  
90 Saint Mobhi Road  
Dublin 9

15th November 2022

Board at An Bord Pleanála (Strategic Infrastructure Division)  
64 Marlborough Street  
Dublin 1  
D01 V902

Re: 314610 - Ballymun/Finglas Route of Bus Connects

Dear all,

I am writing to you now in relation to the proposed bus lane addition to Saint Mobhi Road between Botanic Avenue and Fairfield Road.

I would like to advise that I am very much on board with making improvements to public transport and alternative methods of transport, other than private cars. However I do feel that the current plan for the Section of Mobhi Road contradicts the key aim of improved walking, cycling and bus infrastructure.

The proposed plan certainly deteriorates the walking and cycling quality for the Section of the road, while not significantly improving the bus structure.

#### **Observations to note**

1. Width of Mobhi Rd between Botanic Avenue & Fairfield Rd

The width of the road is restricted by the mature trees which currently border and bulge onto the existing road, especially on the southbound cycle track.

The addition of the bus lane will mean the space and clearance of cars along this stretch will be very narrow, considering the large vehicles (buses, HGVs, etc.) which currently pass the road will certainly lead to accidents.

Any road widening or footpath narrowing will most certainly have an impact on the mature trees. There will certainly be issues in relation to the roots of the 80/90 year old trees.

Insert bike lanes on both sides of the road, on the existing road. This will significantly reduce any landscape and visual impact on Saint Mobhi Rd.

## 2. Lack of value add

As there will be no bus lane between Fairfield Road and Marguerite Rd, the lack of a bus lane on the section of Mobhi Road will not improve/disimprove current traffic flows, due to the bottleneck less than 200m up the road.

Consideration needs to be given of the cost which would be incurred plus environmental impact. The environmental impact needs to consider the construction as well as the long term impact of alternating the grass sections.

## 3. Vulnerable pedestrians

Footpaths are currently very busy with pedestrians, especially those with young children going to local schools and sports grounds, and elderly local residents who live in proximity. The reduced size of each footpath will have the risk of causing collisions between cyclists and pedestrians.

## 4. Useability of bike lanes

Considering the increased volume of cyclists and the general behaviour of the majority of commuters and delivery cyclists, forcing cyclists to use a narrow shared space (it ultimately will be shared due to the widths), will only result in cyclists using the new proposed bus lane going up the section of Mobhi Road.

If you do not believe this will be the case, I ask you to look at similar sections of road where there are bus lanes beside dedicated cycle tracks which are not as accessible and shared with pedestrians.

## 5. Impact of trees

There are twenty mature trees which are 80 - 90 years old. The trees play many different roles in the local environs, they provide shade and shelter to humans, birds and insects, they provide a natural barrier between the road and footpath.

They're also an important part of the local streetscape amenity which encourages locals to walk as part of a regular exercise regime and they encourage a sense of community spirit too by ways of local leaf collections in Autumn and Winter. We need to ensure no road works, path works or removing of soil will have any impact on the trees.

Any indirect consequences to the trees will impact the roots, which would affect the foundations of the houses and have unanticipated negative consequences.

#### 6. Reduction in lanes between Iona Road and Lindsey Road, along Botanic Road

The removal of the additional dedicated road for turning left onto the Finglas road will result in a longer backlog of cars. This will make the priority signalling proposed at the top of Mobhi Road, as the traffic will still prevent a bus from travelling up. You will need to insert a very big yellow box, for car users to then ignore.

#### 7. Metrolink

The proposed Ballymun to City Centre Bus Corridor runs by and large on top of the proposed Metrolink from the Airport through the City Centre. The timescale for the construction of Metrolink is 2035. The construction of Metrolink may eliminate the need for this Bus Corridor.

#### 8. Other options to tackle traffic Congestion

Given the limited urban road space available for all users irrespective of the mode of transport used, measures are required to reduce the number of private cars competing for this road space with cyclists and public transport. There needs to be a clear plan detailing how you will incentivise road users to opt for public transport, rather than expecting long delays as the frustration point, which forces private car users to use public transport. This is not an appropriate expectation, considering the current traffic levels, with people happy to sit in traffic.

### Summary

In summary, the proposal for this section of Mobhi Road may result in little to no time saving for commuters into the city centre for a period of 1.5 hours a day, 5 days a week, for nine months of the year. However the local residents, who have a great community spirit will be impacted 24 hours a day, 7 days a week. This proposal doesn't give fair consideration for those living in the area.

The Section of Mobhi Road accounts for only 200m of the overall 11km plan; it impacts on 29 residential houses directly on the road, with a further 10 on Mobhi Grove. Plus several commercial properties.

The addition of a bus lane in this section will cost hundreds of thousands for little to no improvement due to the bottleneck between Fairfield Road and past Marguerite Road.

It is proposed to have signal controlled priority lights for buses, as the width of the road between Fairfield Road and past Marguerite Road only allows for 2 general traffic lanes.

The signalled control priority lights should be reallocated to the corner of Mobhi Road and Botanic Avenue, this will ensure the section is still considered bus priority for the purpose of the overall scheme, while also saving hundreds of thousands in road works and improving the completion time of the construction stage.

Plus ensuring the quality of commute for pedestrians and cyclists is not sacrificed for essentially increasing the capacity of car users.

Sincerely,

  
Kathleen Cuffe  
Kathleen Cuffe