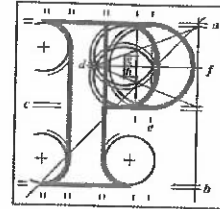


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Louise Rainford
24 Cremore Crescent
Glasnevin
Dublin 11
D11R7P3

Date: 21 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.

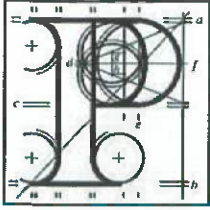
Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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



Observation on a Strategic Infrastructure Development Application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's
name

Louise Rainford

(b) Observer's
postal address

24 Cremore Crescent, Glasnevin Dublin 11, D11R7P3

Agent's details

2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Not Applicable

(b) Agent's postal
address

Not Applicable

Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

You (the observer) at the postal address in Part 1

The agent at the postal address in Part 2

Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**
(for example: 300000)

SUBMISSION FOR BUS CONNECTS - Ballymun Finglas Scheme

- (b) **Name or description of proposed development**

SUBMISSION FOR BUS CONNECTS - Ballymun Finglas Scheme

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

SUBMISSION FOR BUS CONNECTS - Ballymun Finglas Scheme

Observation details

5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word** limit as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

Louise Rainford
24 Cremore Crescent
Glasnevin
Dublin 11
D11 R7P3

To: Board An Board Pleanala
(Strategic Infrastructure Division)
64 Marlborough Street
Dublin 1
DOI V902

SUBMISSION FOR BUS CONNECTS - Ballymun Finglas Scheme

While welcoming the efforts to improve bus services in the area for those travelling in/out of the city there are a number of concerns.

I am submitting this form noting concerns and concerns on behalf of four other residents of Cremore Crescent namely house numbers: 27, 28, 34 and 39, and in doing so I wish to submit the following observations in order to highlight considerable issues with the proposed Bus Connects plan, at : <https://ballymunfinglasscheme.ie>.

1. The plan facilitates three routes into the city (Mobhi road, Ballymun road and Cremore Villas), and only one route out (Cremore Villas).

There will be a massive increase in the volume of motor traffic through Glasnevin village and will degrade Glasnevin village's environment and the surrounding areas. The village of Glasnevin is already a busy village due to the current traffic coming from Botanic Avenue, *Phibsborough* and large volumes of people visiting the Botanic Gardens (present since 1800's) all year around. The road structure in Glasnevin village is not designed for huge volumes of traffic as its roads are narrow and there is no room to widen the roads due to the narrow footpaths and the present of residential properties which were built in early 1900's. The increase flow of traffic through the village and Old Finglas Road as a result of the re-routing traffic at Harts Corner and traffic restrictions on Mobhi Road will greatly affect the quality of life of an already busy traffic areas. It will negatively affect following localities as an example

- a. Cremore Avenue
- b. Cremore Road
- c. Cremore Villas

5. Grounds

- d. Addison Park
- e. Cremore Crescent
- f. Violet Hill
- g. Glasnevin Hill
- h. River Gardens
- i. Tolka Estate
- j. Glasilawn estates
- k. Fitzmaurice Road
- l. Old Finglas Rd
- m. West Park Drive
- n. Ballygall Lower

2. Aligned to this concern is one of raised pollution levels and I wish to ask if all required pollution reports have been completed in relation to the safety of residents and how their health would be affected by increased road traffic.
3. The plan diverts traffic passed three schools, which are already heavy traffic flash-points, unable to absorb the additional volume proposed by this plan.
 - a. St. Mary's HFC, Old Finglas road
 - b. St. Brigids GNS, Old Finglas road
 - c. Glasnevin Educate together, Griffith avenue.

Schools listed in this observation are part of the National Transport Authority's Safe Routes to School Programme, which is rolling out measures that conflict with the Bus Connects plan, which has created diversions that actively endanger a huge population of children on this route. Diverting traffic towards schools is contrary to Government ambition in the Climate Action Plan to create safe routes to school and further pedestrianisation of school streets. Furthermore, the congestion along Old Finglas Road will greatly increase airborne particulates from car tyres and combustion engines, significantly increasing the risk of respiratory illnesses to young children throughout the school day, in addition to commuting to school. Have all pollution testing reports been made to account for these concerns?

4. There are currently traffic jams each morning and afternoon from Willow Park Estate roundabout to the Old Finglas Road as a result the residents on Cremore Villas, Cremore Crescent, Old Finglas Road and all the estates off these roads are unable to leave their residences or have to plan to leave their residences earlier than they would need to attend appointments or work commitments due to the high volume of current traffic this is not taking in account the new re-routed traffic.

As residents of Cremore Crescent we currently cannot turn right in the morning or afternoon to travel to the Old Finglas Road due to the current volumes of traffic. We have to go left and go up to Tolka Estate to access the Old Finglas Road. This is not taking account any proposed new additional traffic. Photos are included related to Cremore Crescent taken at the time of the morning school run.

5. The plan's heavy reliance on Griffith Avenue extension is outdated and short-sighted. Recent major changes to this route have already significantly increased congestion. These changes are:
 - a. Westbound traffic reduced from 2 lanes to 1, following the welcome introduction of bike lanes.
 - b. Adjustments to traffic lights at intersection with Ballymun road

5. Grounds

6. The practical effect of point 5b above, has seen traffic seek a rat-run to Ballymun road, via St. Canice's road. The proposed plan, will thus actually result in a diversion along that route, directly impacting two more schools and an old folks home:
 - a. Sacred Heart BNS, St. Canice's road.
 - b. Schoill Chiarain (Primary and Post Primary), St. Canice's road.
7. The proposal for Ballymun Road to flow one-way South bound, is ill-conceived. It will simply result in greater congestion at the junction of Old Finglas road and Mobhi road.
8. Reversing the flow Northbound out of the city on Ballymun Road would mitigate, some of the above issues, and reduce the impact to all schools listed above.
9. This plan fails in its' objective to incentivise bus usage. The diversion creates pinch points at Glasnevin hill and Cremore Villas which will actually disincentivize large populations of users from using the bus routes 23, 24 and N2 – due to the heavy congestion created by these bottlenecks along the proposed diversion.

In conclusion, we observe that significant adverse consequences will arise from the proposed plan. We feel it contradicts government objectives in relation to the environment and child safety and fails to deliver on the objective of providing effective bus routes to our area.

Yours sincerely

Louise Rainford

Date: 14/11/2022

Photos taken exiting Cremore Crescent to demonstrate traffic issues during morning school run.

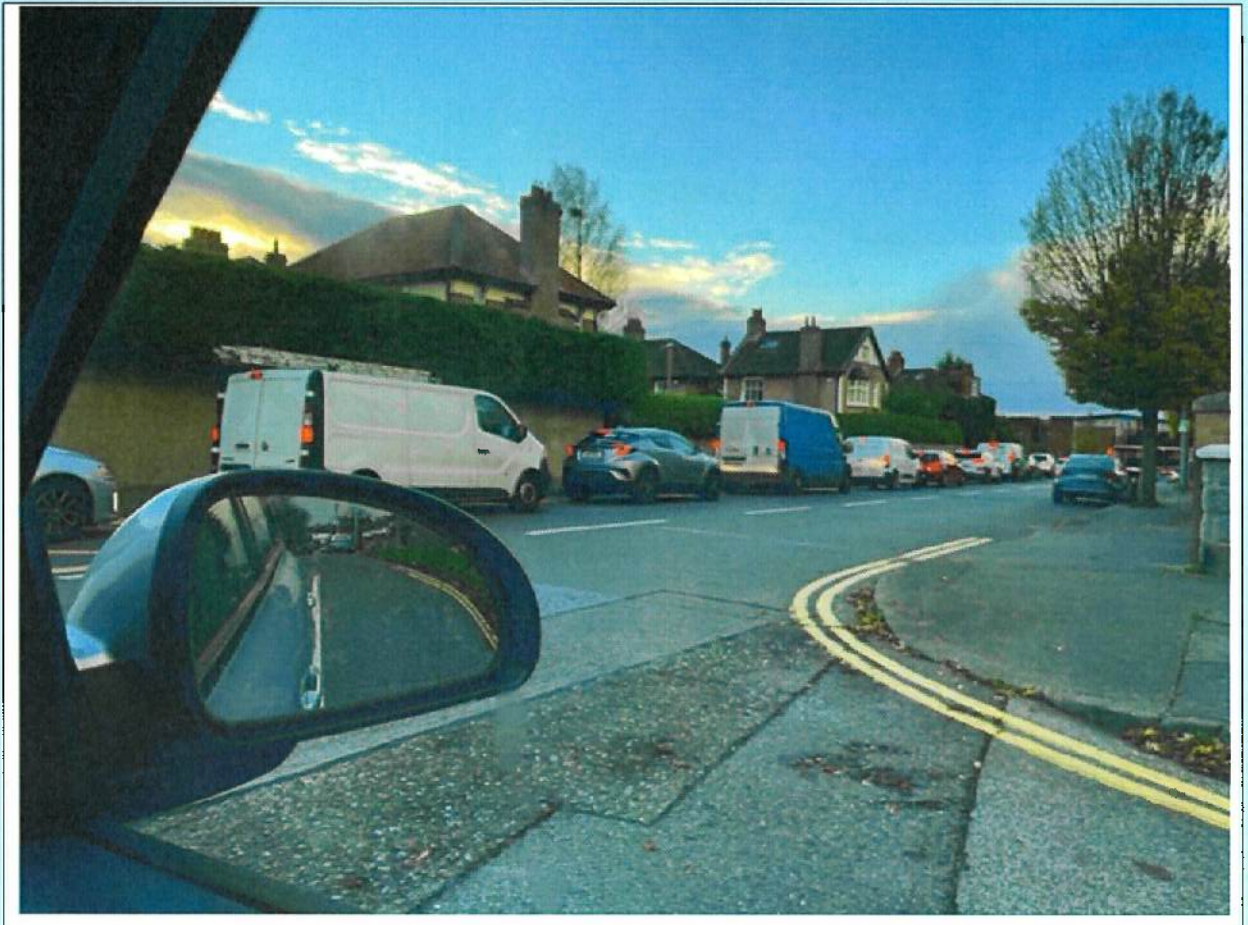
5. Grounds



5. Grounds



5. Grounds



Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

Fee

7. You **must** make sure that the correct fee is included with your observation.

Observers (except prescribed bodies)

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

Oral hearing request

8. If you wish to [request the Board to hold an oral hearing](#), please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

No, I do not wish to request an oral hearing

Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.

For Office Use Only

FEM – Received		SIDS – Processed	
Initials		Initials	
Date		Date	

Notes

