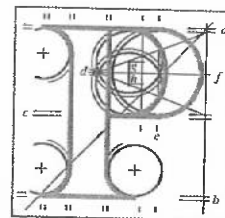


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Mary Fitzpatrick
Seanad Eireann
Leinster House
Kildare Street
Dublin 2

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 and oral hearing request (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.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

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)

Tel	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



Date: 15.11.22

Bus Connects-Ref HA29.314610

**Senator Fitzpatrick,
Seanad Eireann,
Leinster House,
Kildare Street,
Dublin 2.**

15th of November 2022

Ref No. ABP HA29.314610 Ballymun-Finglas Bus Corridor

To Whom it may Concern,

The stated objective of the Bus Connects Bus Corridor project is to create 16 dedicated, high frequency, high efficiency, sustainable transport corridors for walking, cycling and bus services.

Climate change is real and is threatening our very existence. Urgent Climate Action is required to reduce our carbon emissions and avoid environmental devastation. Nationally, private car transport accounts for 8.2% of non-ETS CO₂ emissions. Additionally, 54% of all journeys in Dublin are taken by car. Replacing private car travel with public and sustainable transport will only be effective if it is universally adopted.

I welcome and support the proposed provision of more frequent, reliable, affordable, and environmentally efficient public transport service. To make public transport the default choice of city workers, dwellers, and visitors it must be affordable, reliable, efficient, and safe.

I particularly support the enhanced provision of bus services. Bus services are a very human scaled, agile, and flexible form of public transportation that support social mobility, social activity, and community integration.

The Ballymun/Finglas to City Centre bus corridor is the only one of the 16 bus corridors that runs directly above and so potentially provides a duplicate public transport service to the proposed MetroLink. It was particularly challenging for residents, businesses, and other property owners to consider two unprecedented planning applications for major transport projects at the one time. It placed an enormous burden, emotional and financial stress on people in the area. An Bord Pleanála should facilitate an oral hearing to allow many issues to be addressed including the following:

- Environmental, social, and economic cost benefit analysis of having two major transport infrastructures operating on the same route
- Impact of two major transport construction projects on an urban residential community
- Justification of the same level of dedicated bus corridor treatment, as is proposed elsewhere, on a route that is also served by a highspeed underground MetroLink service
- The Griffith Avenue to Church Street section of the Ballymun Bus Corridor should only proceed after the impact of MetroLink on city traffic has been experienced
- The proposal to make Phibsborough village cycle free is a retrograde step and safe cycling must be accommodated in and through Phibsborough village



Date: 15.11.22

Bus Connects-Ref HA29.314610

- All trees removed must be replaced and enhanced greening to compensate for the introduction of additional hard surfaces introduced
- Proposed operation of 24-hour bus corridors on the route must make provision for loading and unloading to properties along the route
- Operation of proposed island bus stops must be disability and age proofed

An Bord Pleanála must give serious consideration to the submissions made by community groups and others from the area who will be most affected by this development. Any planning permission should require the NTA to fund independent expert advice for residents and property owners for the duration of the construction projects.

Sincerely,

Senator Mary Fitzpatrick