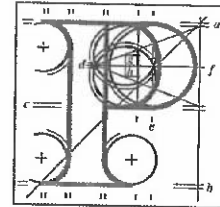


**Our Case Number:** ABP-314610-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Ciaran and Laura Byrne  
100 St Mobhi Road  
Glasnevin  
Dublin 9  
D09 K6H0

**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,

Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

HA02 (Acknowledgement - No Receipt to Issue)

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaio Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	www.pleanala.ie
<b>Ríomhphost</b>	<b>Email</b>	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



Ciarán and Laura Byrne  
100 St Mobhi Road  
Glasnevin  
Dublin 9  
D09 K6H0

14<sup>th</sup> November 2022

**Re: Objection to Bus Connects application for HA06D.314610 Ballymun/Finglas to Dublin City Centre**

To whom it concerns,

We, Ciarán and Laura Byrne of the above address, wish to submit in writing our observation on the Bus Connects application for Ballymun/Finglas to Dublin City (HA06D.314610). Our objections and concerns are outlined below (noting that in the context of this observation the southern end of St Mobhi Road is specifically referencing the stretch of road between Botanic Road and Botanic Avenue).

The purpose of our observations are to note that while we support the development of public transport infrastructure, there are many aspects of the project that contradict the aims of Bus Connects and do not make environmental or financial sense.

To be proactive and provide overall positive input, we have outlined alternative proposals to address our concerns. In summary, and outlined below in more detail, we consider a pragmatic solution to most of our concerns would be to move the priority bus traffic light from the junction of St Mobhi Road and Botanic Road to the junction of St Mobhi Road and Botanic Avenue – a distance of only 200m from the current proposed location.

**1. We object to the proposed south bound bus lane on the southern end of St Mobhi Road:**

- a. The plans outline the addition of a south bound bus lane on the southern end of St Mobhi Road where there are currently two traffic lanes and a south bound cycle path. It seems ambitious and perhaps unachievable to add a bus lane here, as there is limited space between the two rows of mature trees on either side of the road. We have serious concerns that the mature trees will be negatively impacted both during and post construction.
- b. The addition of the bus lane to this stretch of road serves little purpose given that the bus lane will end at the Botanic Road junction and will be integrated with a priority traffic light for buses. It appears that a more sustainable solution would be to move the priority light to the junction of Botanic Avenue and St Mobhi Road. This is located only 200m from the proposed priority light, but would bring both cost and environmental savings, while being consistent with the aims of Bus Connects. The addition of the bus lane will cause serious negative consequences while bringing no tangible benefit to the route.

- c. The addition of the bus lane appears to serve private cars the most benefit as it will remove buses from the current shared traffic lane and will force cyclists and pedestrians to share an already narrow footpath. It appears to contradict the aim of Bus Connects in prioritising public transport.

**2. We object to cycle lanes being placed on the existing footpaths:**

- a. The plans outline the addition of cycle lanes to the existing footpaths. It does not seem possible to include both cycle lanes and footpaths of suitable width, given the limited space available. These footpaths are already busy with school children, mothers with babies, students, elderly people, people with mobility issues and visually impaired people (there are numerous schools, colleges, sports fields and disability support services in the area, with many located on St Mobhi Road itself). As a young family, we find that the footpaths are already quite crowded and any reduction of space would greatly reduce safety for pedestrians. In addition, residents driving out of driveways would put pedestrians at additional risk as they would be closer to the gateways due to the cycle path.
- b. Our proposal is that by installing the priority bus light as outlined in point 1 above, the existing roadway could be upgraded to include a northbound cycle lane in addition to the existing two traffic lanes and southbound cycle lane. This would be a win/win situation that accommodates public transport, cyclists and pedestrians fairly.

**3. We object to the removal of the right turn onto St Mobhi Road from the Glasnevin village end of Botanic avenue (see figure 1 below):**

- a. As there is no left turn onto St Mobhi Road when travelling southbound along Botanic Road at the junction of St Mobhi Road (figure 2), this means there is no way to access the southern end of St Mobhi Road when travelling from Glasnevin village.
- b. A proposed solution to this is to allow the right turn from Botanic Avenue onto St Mobhi Road for local access only, or to remove the no left turn from Botanic Road onto St Mobhi Road.

**4. We want to reiterate our objection to any actions that will jeopardise the mature trees on the southern end of St Mobhi Road:**

- a. The NTA has already committed to retaining the mature trees on the southern end of St Mobhi Road. We request that any planning permission granted stipulates that these trees are not negatively impacted and are retained as they currently exist.
- b. As outlined in point 1, the proposed addition of the south bound bus lane appears to be a major risk to the mature trees, both during construction and afterwards. It appears careless to consider the proposed bus lane given the high likelihood of damage to the mature trees.
- c. The proposed plans include conflicting detail in relation to grass verges. We object to their removal as it could negatively impact the roots of the mature trees and would have overall negative environmental impact.
- d. The mature trees provide much needed greenery in the inner city and have positive impacts on pollution, wildlife, excess rainwater and the aesthetic of the city. Damage to

the trees would have negative long term impacts on residents, wildlife and the environment.

In order to address the above points we would like to request an oral hearing.

Yours faithfully,  
Ciarán and Laura Byrne

Figure 1:

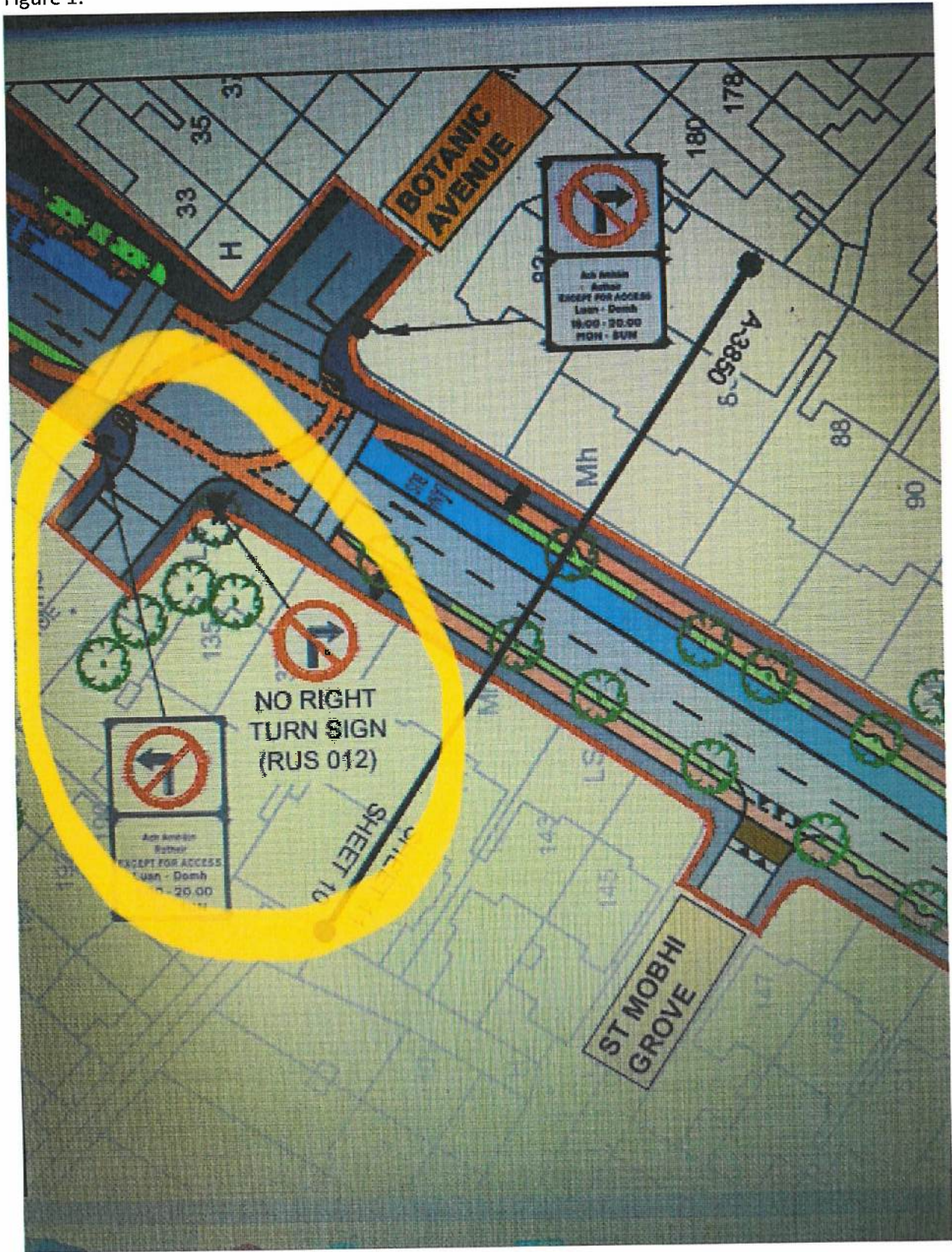


Figure 2:

