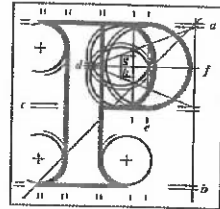


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Deirdre Dalton and others
97 Tolka Estate
Glasnevin
Dublin 11

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

RE: Ballymun/Finglas to City Centre Core Bus Corridor Scheme

Background -

The Ballymun / Finglas to City Centre Core Bus Corridor Scheme (the Proposed Scheme) will support integrated sustainable transport usage through infrastructure improvements for active travel (both walking and cycling), and the provision of enhanced bus priority measures for existing (both public and private) and all future services who will use the corridor. It commences at the St. Margaret's Road junction on Ballymun Road and proceeds along Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and Church Street as far as the junction with Arran Quay / Ormond Quay on the River Liffey, and along Finglas Road from the St. Margaret's Road junction to Prospect Road at Hart's Corner, as well as provision of quiet-street cycle routes along the Royal Canal Bank in Phibsborough, and through the Markets Area from Constitution Hill to Ormond Quay.

The aim of the Proposed Scheme is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The Proposed Scheme is a key measure that delivers on commitments within the National Development Plan (2021-2030), the Transport Strategy for the Greater Dublin Area (2016-2035) the Climate Action Plan (2021) and the National Planning Framework 2040.

In particular

6.3.3 Section 2 – St. Mobhi Road, Botanic Road and Diversionary Route from Griffith Avenue to Hart's Corner

This Section outlines the baseline environment for walking, cycling, bus services, general traffic and parking / loading facilities along Section 2 of the Proposed Scheme. This section of the Proposed Scheme will commence at the R108 St. Mobhi Road / R102 Griffith Avenue Junction and will extend for 1.5km to Hart's Corner in Phibsborough, where it will meet the Finglas Section of the Proposed Scheme. Section 2 also includes a diversionary / local traffic route for outbound traffic which diverts away from R108 St. Mobhi Road along Botanic Road, Glasnevin Hill, **Ballymun Road** to re-join R108 Ballymun Road. An alternative diversion takes users via Old Finglas Road, Cremore Villas and R102 Griffith Avenue to re-join R108 Ballymun Road, although no infrastructure changes are proposed through this route and it is not included in the scheme red line boundary.

Source - <https://ballymunfinglasscheme.ie/wp-content/uploads/sites/3/2022/09/Chapter-06-Traffic-Transport-1.pdf>

14th November 2022

Dear Sir, Madam,

Re: Observations to the aforementioned Plan
– Ballymun/Finglas to City Centre Bus Corridor Scheme

Further to the NTA Plan to change traffic directions around the Glasnevin Area we would like to submit our own observations on these plans highlighting the resulting detrimental social and environmental effects that the proposed changes will have on our area.

The area of major concern to us under the Plan is Chapter 6.3.3 Section 2

- Mobhi Road will be one way traffic out of town between 4pm and 8pm to allow for buses and taxis only exit the top of Mobhi Road onto the Ballymun Road northbound.
- The “Old” Ballymun Road - between Glasnevin Hill (Met Office) and Griffith Avenue- will be Cul de Sac'd at the mid point section so there will be NO through traffic from Glasnevin Hill to the main Ballymun Road dual carriageway and vice versa.

Diverting this traffic as a result of just these 2 areas impact our immediate environs as follows –

Direction coming from Fagans Pub Drumcondra Road onto Botanic Avenue -

Traffic will be stopped from turning right onto r108 (Mobhi Road), traffic will have to continue straight to end of Botanic Avenue at Our Lady of Dolores Church junction and onto Glasnevin Hill. (straight past Glasnevin National School)

There are no traffic lights at this junction (Botanic Avenue and Glasnevin Hill) so traffic coming from Botanic Road (Botanic Gardens) from the left will have priority leaving any car exiting from Botanic Avenue onto Glasnevin Hill at a major disadvantage and unpredictable – the view out from this junction (left toward Botanic Gardens) is extremely poor because of bend in road and parked cars, the stream of traffic can be constant which will make it a slow and dangerous manoeuvre . Traffic coming from Botanic Road (Smurfitts) will now also be diverted around by the Botanic Gardens onto Glasnevin Hill rather than straight on up Mobhi Road. This road is also not fit for increased traffic being too narrow to accommodate steady flows of two way traffic because of parks cars and cyclepath.

There is much pedestrian activity at the junction between Botanic Avenue and Glasnevin Hill –church social rooms, music/instrument classes, coffee shop and vet practice, public house, newsagents,

Once having managed to actually turn onto Glasnevin Hill – you will now drive up past the **Bons Secours Hospital** on the right.

As it stands at present, most traffic looking to head toward **Ballymun** and **M50** will normally turn right here onto Old Ballymun Road at the Met Office.

This road (Old Ballymun Road from Met office to junction Griffith Avenue) is being closed to through traffic.

It is **NOT acceptable to us that The Plan states** "an alternative diversion takes users via Old Finglas Road, Cremore Villas and R102 Griffith Avenue to re-join R108 Ballymun Road, *although no infrastructure changes are proposed through this route and it is not included in the scheme red line boundary*" – it will be **impossible to turn at the Met office onto old Ballymun Road because they are closing it off at the midway section so this statement is not of an "alternative diversion", there will be no way up the Old Ballymun Road.**

We ask that you consider what will happen as a result of this part of the Ballymun Road being closed forever and have set out the alternative diversion scenarios for ease below.

Scenario 1 – using **Ballygall Road East** to find a way back to Ballymun Road/M50

Traffic will continue past Met Office, passing first **St Mary's HFC**, then **St Mary's Secondary school**, **Glasnevin Hockey Club** and a few hundred yards further, **St Brigids National School**. Once past St Brigids, cars will have the option of turning Right onto Ballygall Road East.

If they continue up to the lights, they can turn right onto Griffith Avenue to head **back** down toward Ballymun Road, and they will pass **Scouts Hall** on left corner, **St Clares Nursing home** on left, **Tolka Rovers**, **NSAI** and the newer **Glasnevin Educate Together National School** on the right before getting down to the lights to turn left onto Ballymun Road. (so a big circular detour because of road closure)

If cars continue straight up the Ballygall Road East instead of turning onto Griffith Ave, to aim for St Canices Road and avoid the traffic lights onto Ballymun Road, they will have to get through the busy junction that is Ballygall Shops at the corner of Fitzmaurice Road with the **Old Folks flats** on the right side of the road.

Cars will then turn right onto St Canices Road at **Our Mother of Divine Grace church** in order to get head down onto Ballymun Road. They will be passing the **Sacred Heart National School** on left, **Sean Chara** and the **CIT** services along with **Scoil Chiaran** on the right. St Canices Road is a narrow local road with cars parked either side allowing for one car at a time to get past stationery vehicles.

Other options off St Canice's Road will include rat running around Wadelai Green to get out onto Ballymun road at Wadelai Shops at corner of Ballymun Road or coming out the top onto Glasnevin Aveue at the Autobahn pub.

If cars continue straight up the Ballygall Road East instead they will be passing **St Kevins Secondary** on the right and **Johnstown Park** on the left along with a **creche**. Regardless of

speed bumps on this road, traffic flies up and down this stretch to get onto the already backed up Glasnevin Avenue to head toward Ballymun Road. Once this far up, people may hedge their bets depending on traffic volumes and try rat running around the small residential roads of Glasnevin North, Finglas East to try get at the M50 through Finglas.

Scenario 2 using Tolka Estate/Griffth Areas to shortcut up to Finglas/M50

- Proceeding down the Old Finglas Road and turning up Tolka Estate Road and using Tolka Estate, Griffith and Ballygall areas to weave a way up through to Finglas to get to M50 <It is highly unlikely traffic will proceed down to Finglas Bridge to join the main Finglas Dual Carriageway at this hour of the day. The Finglas road whilst technically a dual carriageway has one lane both directions already given over to bus lane usage - so technically one lane for non busses and bumper to bumper every evening with people trying to hit the M50 or venture into Meath and further North.>

Most likely scenario is that cars will most likely continue down the Old Finglas Road heading past the turn for the Ballygall Road East. They will instead turn right onto Tolka Estate Road with options from there to zig zag through Tolka Estate onto Griffith Road past **Playschool** and **Pigeon club** at top of Griffith Road to turn left onto Glasnaon Road to speed up this road past **Johnstown Park**, **Our Mother of Divine Grace Primary**, **De La Salle Playing fields**, the **Gaelscoil** and finally **St Canices school** at the top of the road.

All these areas are built up housing estates from the 1940s and 1950s, with MANY young children at play on the green areas.

It is extremely insulting that the Plans deem none of this to even warrant further research – they state that “no infrastructure changes are proposed through this route and it is not included in the scheme red line boundary”.

By restricting traffic at key rush hour times of the day on Mobhi Road coupled with the closing off the Old Ballymun road to through traffic - we now face having MORE cars rat running around our smaller and more densely populated residential streets. Those same streets are not geared toward heavy vehicular traffic having been built back as far back as the 1940s.

These are the same areas that are hugely grateful for the foresight back in the day of large green areas in our residential communities on which our children and grandchildren can safely play after school and weekends.

If these plans are allowed go through as they stand each and every facility highlighted above is most certainly at risk, as is our enjoyment of our community and local services on the whole.

There must surely be other ways to plough on and we urge you to push back on these two issues highlighted here alone before granting any approval.

Please remember

Each of these highlighted yellow areas will be newly and directly impacted by increased traffic being pushed past our front doors and all these highlighted areas involve services or facilities for children, sick or elderly people. The flow of traffic through our streets is already at challenging levels.

From a local perspective we ask that you potentially push back on

- The reluctance of the removal of the old trees from Mobhi Road to allow for widening the road to allow for a complete bus lane to the top of Mobhi Road. Each house has a garden to the front as it stands and the trees are a hindrance for residents trying to get out onto Mobhi Road at the best of times. Plant smaller more resilient trees elsewhere for balance, plant laurel bushes for privacy, there are definitely more options that can be looked at in lieu of making this a no go area for non Public transport traffic between 4pm and 8pm daily.
- Make the Old Ballymun Road a one way system heading northbound toward the Ballymun Dual Carriageway - but don't block it off to push traffic into the path of our children and elderly neighbours to accommodate the wishes of the homeowners on that one particular road.

We *all* welcome improved public transport but these issues on the current plan has a much more detrimental effect on the wider community and we are horrified that it does not even warrant inclusion in the scheme's red line boundry.

The Plan as it stands adds value only to residents on the Old Ballymun Road (circa 40 houses) – it adds no value to the immediate surrounding area, communities going about their daily routines collecting children from schools, creches, sports, children at play, after school activities, hospital/care home access and visiting hours, older slower residents trying to cross outside their houses.

We urge you please to consider the wider disruption to our local area before approving the Plan as it stands.

These Plans are meant to simplify travel options, not complicate and cause misery to the wider area and we would greatly appreciate common sense to prevail.

Yours faithfully,

Deirdre Dalton, 97 Tolka Estate, Glasnevin, Dublin 11

[REDACTED]

Patrick, Rita and Louise Hanlon, 104 Tolka Estate, Glasnevin, Dublin 11

[REDACTED]

