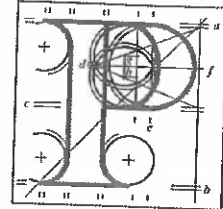


Our Case Number: ABP-314610-22
Planning Authority Reference Number:



**An
Bord
Pleanála**

Maeve O'Neill
462 Griffith Avenue
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)

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

Maeve O Neill,
462 Griffith Avenue,
Glasnevin,
Dublin 11

Regarding: Observation on the proposed City Centre Core Bus Corridor Scheme
Development: Bus Connect Ballymun/Finglas to City Centre Core Bus Corridor Scheme
Date: 13th September 2022

Dear Madam/ Sir,

I wish to make the following observations on the proposed Bus Connect Ballymun/Finglas to City Centre Core Bus Corridor Scheme and The National transport Authority Ballymun/Finglas to city centre core bus corridor scheme Compulsory Purchase Order 2022 where the following is proposed:

'Rights of vehicular traffic in a northbound direction over that section of the public right of way on Ballymun Road, Glasnevin, (over a length of 80m between the junction with Claremont Avenue at the northern end and Church Avenue at the southern end) in the County of Dublin and between the lines BA1 and BA2, shown coloured green on the deposit map reference 0304-DM-0004.'

1. This Bus Connect Planning submission would benefit from a full traffic assessment study carried out at peak flow periods and off peak periods. There is no logic to the closing of two northbound routes within a 1/1.5km distance of 6 schools. The traffic congestion that would ensue will only add to the pressures on the existing road network. On wet mornings the roads are dangerous for both pedestrian/cyclists and vehicular use.
(Reference Appendix Page 02)
2. I reference 03-draft-preferred-route-options-report.pdf, Document No. BC-PRO-B **Page 47** , the author suggests the following, copied and in italics:
 - a. *For traffic diverted along Botanic Road the most direct alternative route would follow Glasnevin Hill and then turn right at the Met Éireann office onto Ballymun Road linking to Griffith Avenue.*

We would agree with this.

- b. *There is a very narrow section of Ballymun Road between Church Avenue and Claremont Avenue over a length of 80m.*

This section of road is as narrow as other sections of road on Glasnevin Hill , Old Finglas, Cremore Villas. (reference Appendix 01, 03)

- c. *The houses on the eastern side of this street do not have driveways, and residents park on the street, which restricts the road width and impedes two-way traffic movements.*

18 houses on Ballymun road have no off street parking. The situation is similar on Cremore Villas: 5 houses have no off street parking, and cars park on the east and west side of the road, therefore making it more narrow than Ballymun Road, the area subject of the CPO.

(reference Appendix 01, 03)

- d. *As the existing traffic volumes on this section of Ballymun Road are quite low, the impedance to two-way movements does not give rise to significant problems.*

Traffic is as heavy on Old Finglas Road. When was the traffic survey completed, was it during peak flow times or in summer possibly during Covid lockdowns.

- e. *For northbound through traffic that will be diverted from St. Mobhi Road, it would be preferable to direct this traffic to a wider and more suitable alternative route and not along Ballymun Road between Glasnevin Hill and Griffith Avenue.*

The proposal to divert traffic to Cremore Villas will aggravate the current traffic issues present on this route. The road is not more suitable than the Mobhi Road and /or Ballymun Road. 5 houses have no off street parking, and cars park on the west side outside homes on Cremore villas. The increased traffic would impact safety and in no way improves pedestrian and cyclist experience for parents and children, bringing more traffic to any one of the 6 schools in the immediate area of the CPO. The junction at Ballygall Road East and Griffith Avenue is dangerous to both pedestrians and cyclists as cars take right and left turns onto the same roads as the traffic lights are red with no space to continue moving as the roads are at a standstill. This presents a dangerous crossing for pedestrians and cyclists weaving between traffic cars when the traffic lights are green for pedestrians. (reference Appendix 03)

- f. *To complement the diversion route it is proposed that Ballymun Road would be restricted to one-way southbound between Claremont Avenue and Church Avenue.*

- It does not compliment, as the author states at the start of the paragraph. The Ballymun Road route would be an ideal route and a better solution to the current proposal. The proposed CPO would push traffic out onto a school route adding more unnecessary distance, more energy, more impact to climate change. This in no way reflects sustainable

development, it just pushes the problem further west where it will be more greatly felt by cyclists and pedestrians due to the proximity of 6 schools.

- Traffic will be backed up along the Old Finglas road immediately outside the entrance to the National Botanic Gardens.
- Additional emissions from car fumes will affect flora /fauna along the Tolka River, pedestrians, cyclists, children walking to school.
- Re diverting traffic to Cremore Villas and Old Finglas Road will put added pressure on and not limited to Griffith Avenue, Tolka Estate, Glasilawn Road, Ballygall Road East and St Canices Road.
- The proposed CPO will block access to parents who should not /but do use the Claremont Ave. as a rat run, though DCU to drop children at Glasnevin Educate Together School. This again will add pressure to the road network and frustrate drivers.
- School parents are currently using Griffith Avenue as a drop and go, parking both west and south, adding traffic congestion.
- Our hope is that new cycle lanes will be added to Griffith Ave, but if traffic is diverted along this route there won't be room.
- New cycle lanes have closed off drop and go parking spaces for parents driving their children to school outside the Glasnevin Educate Together School (GETS). This adds pressure to roads in proximity of here as parents are pulling in and dropping off children. Closing northbound traffic on two roads in the immediate vicinity of GETS will further aggravate the traffic situation. (reference Appendix 01,02, 03)

3. The 16 page Bus Connect Ballymun/Finglas to City Centre Core Bus Corridor Scheme **Form of Notice** is challenging to read. I fully support a bilingual report, but the layout of this document obstructs clear understanding of content. Page 1 and 2: Irish language, page 3 and 4: English language, page 5 and 6: One half of the page in Irish and the other half of the page in English, page 7 and 8: One sentence in Irish, one sentence in English, Table of information: part Irish, then English etc

Please note the observations made. It is my belief that blocking northbound traffic on the proposed routes: Mobhi Road and Ballymun Road will only aggravate the traffic situation in Glasnevin. It will in no way improve it.

Kind regards,
Maeve O'Neill and Colum Foley

**Observations:
Bus Connect Ballymun/Finglas to City Centre Core Bus Corridor Scheme**

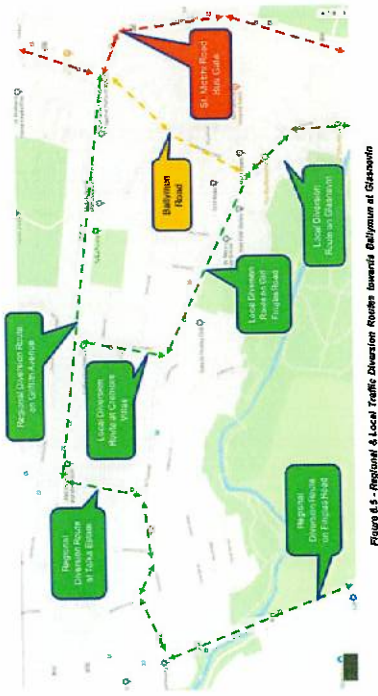


Figure 6.5 - Regional & Local Traffic Diversion Routes towards Ballymun & Clonsilla



BALLYMUN ROAD
18 nr. houses with no off street parking

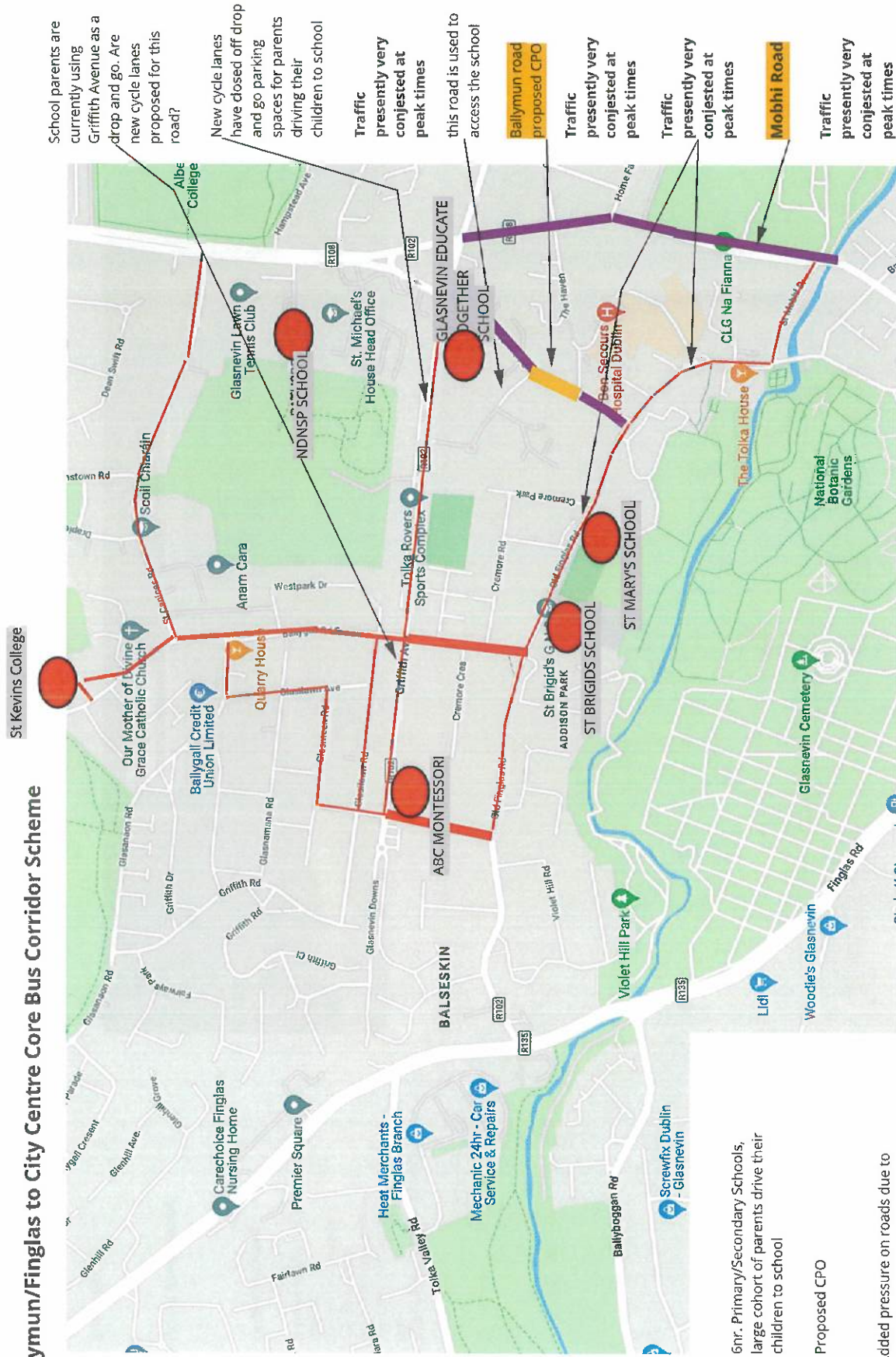
Apartments

The Met Office



Observations:

Bus Connect Ballymun/Finglas to City Centre Core Bus Corridor Scheme

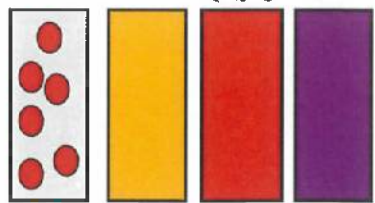


Gnr. Primary/Secondary Schools, large cohort of parents drive their children to school

Proposed CPO

Added pressure on roads due to affect of closing North bound traffic on Ballymun Rd + Mobhi Rd

Proposed closing road to North bound traffic



Observations: Bus Connect Ballymun/Finglas to City Centre Core Bus Corridor Scheme

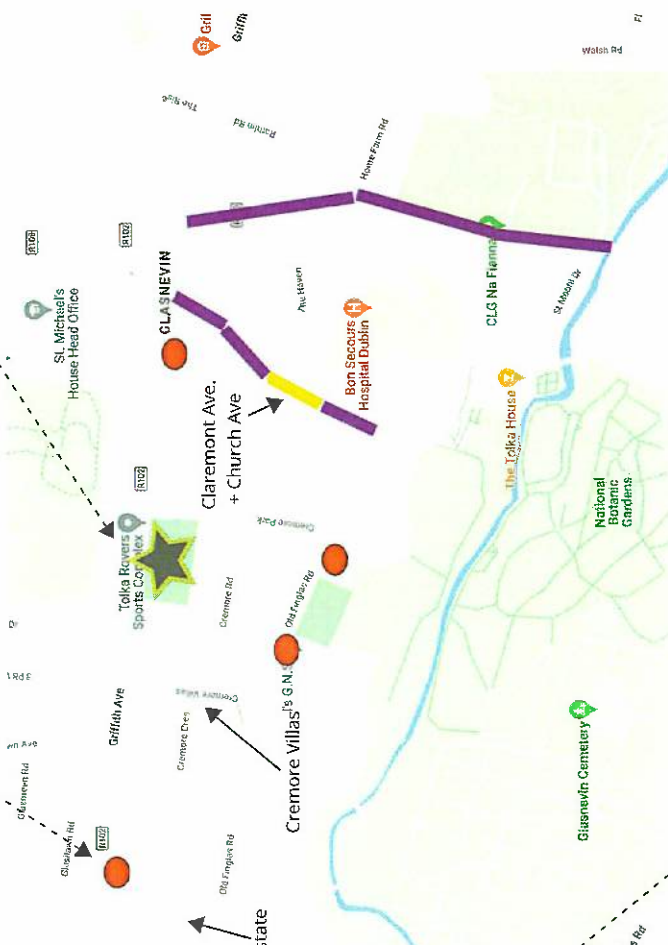
This junction is dangerous to both pedestrians and cyclists during peak time rush

Cremore villas is completed congested at peak times, particularly on wet mornings

Many cars park on the west side of the road outside homes and inbetween them.

A number of cars associated with the Montessori park north of the school on Griffith Ave. Often up to 5 cars.

Currently No over flow off street parking available to match goes at Tolka Rovers due to cycle lanes



Ballygall Road East

Tolka Estate

Cremore Villas

Claremont Ave. + Church Ave.

GLASNEVIN

Ben Secours Hospital Dublin

The Tolka House

CLG Na Fionn

St. Michael's House Head Office

Wolsh Rd

Ashford Apartments

Tolka Rovers Sports Complex

Cremore Villas G.N.

Claremont Ave. + Church Ave.

GLASNEVIN

Ben Secours Hospital Dublin

The Tolka House

CLG Na Fionn

St. Michael's House Head Office

Wolsh Rd

Tolka Rovers Sports Complex

- ABC Montessori school
- St Marys Secondary School
- St Brigid's School
- Educate Together School
- NDNSP
- St Kevin's College

Off street parking

NO Off street parking

Proposed CPO

