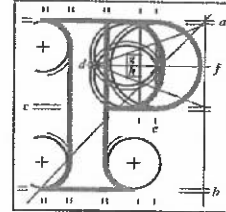


Our Case Number: ABP-314610-22



An  
Bord  
Pleanála

Paul McLoughlin and Emma Costello  
40 Cremore Crescent  
Glasnevin  
Dublin 11

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 (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,

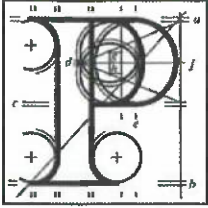
Niamh Thornton  
Executive Officer  
Direct Line: 01-8737247

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

Paul McLoughlin & Emma Costello

(b) Observer's  
postal address

40 Cremore Crescent, Glasnevin, Dublin 11

### 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)

HA06D.314610

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

BusConnects Dublin - Ballymun/Finglas to City Centre

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

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

Mobhi Road, Glasnevin

## 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).

Following extensive collective analysis, the following residents of Cremore crescent;

Paul McLoughlin and Emma Costello of 40 Cremore Crescent

Philip William Jackson and Stuart Matthews of 7 Cremore Crescent,

Evelyn Savage and Colin Lane of 1 Cremore Crescent

Mary Fogarty and Colin Fogarty of 5 Cremore Crescent

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).
2. 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.

3. 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.

4. Diversion of all cars through Glasnevin village will damage an important public amenity and tourist attraction. The area outside the main entrance to the Botanic Gardens is already significantly congested during peak visiting times, in particular there are very narrow footpaths along the

## 5. Grounds

- section from the garden entrances down to the Tolka bridge, diverting all outbound traffic along this route is unsafe. The plan shows this as a single lane route in each direction with an on-road (non-segregated) cycle lane, this will be unsafe given the volume of traffic that will now flow along this route. School traffic will simply pull into the cycle lane for drop offs making it extremely unsafe for cyclists, pushing them out into the middle of traffic.
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.
    - c. The general arrangement map of Griffith Avenue extension appears to be out of date and doesn't properly reflect the restrictive nature of the cycle lane changes made at the junction with the Ballymun road.
  6. The practical effect of point 2 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, HSE daycare facilities and an old folks home including:
    - 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 although critically it will still see the damaging increase in vehicles in Glasnevin Village.
  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.
  10. 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. There is also an added hazard for cyclists from the Crescent, including school children, who cannot safely use the road due to the volume of traffic, this will be made significantly worse by these proposed changes.

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.

**5. Grounds**

A large empty rectangular box with a black border, intended for content. The box is currently blank.

## 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.

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**For Office Use Only**

<b>FEM – Received</b>		<b>SIDS – Processed</b>	
Initials		Initials	
Date		Date	

**Notes**