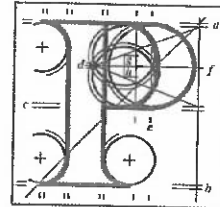


**Our Case Number:** ABP-314610-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Philip Lynch and others  
41 Cremore Crescent  
Glasnevin  
Dublin 11  
D11X0AN

**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)

<b>Teil</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



Board An Board Pleanala  
(Strategic Infrastructure Division)  
64 Marlborough Street  
Dublin 1  
DOI V902

Philip Lynch  
41 Cremore Crescent  
Glasnevin  
Dublin 11  
D11X0AN

14/11/22

### **SUBMISSION FOR BUS CONNECTS – Ballymun Finglas Scheme**

This correspondence represents the following residents of Cremore Crescent:

- Kathy Carroll – No. 20 Cremore Crescent
- Dave & Helen Kelly – No. 35 Cremore Crescent
- Andrew & Louise Loughlin – No.15 Cremore Crescent
- Philip Lynch – No 41 Cremore Crescent

We are of the opinion the overall Bus Connect proposal will provide a sustainable and improved public transport for Dublin City and surrounding counties along with the proposed Metro.

We have the following positive observations and concerns in relation to Bus Connects- Ballymun Finglas Scheme

#### **Positive Observations**

1. The introduction of a Bus Gate on the St. Mobhi Road between 4pm and 8pm coming out of town is positive to give commuters a dedicated bus corridor between these hours which will reduce the journey time for commuters in the evenings. The negative to this is the high potential of increased traffic and decrease in Quality of Life for the surrounding areas which I address below.
2. Improvements proposed to the Griffith Ave/Ballymun Road junction which will allow traffic coming from the Tolka Estate end of Griffith Ave, to go

straight through the junction at the Ballymun Road onto Griffith Ave is a significant positive instead of the current situation where traffic has to turn left and then do immediate right (go around the block shops in the middle of the Ballymun road) and then take a left turn onto Griffith Ave. This will reduce the traffic going around block of shops. We would hope that the new system that was implemented this year at this junction for turning left onto Ballymun Road from Griffith Ave Ext will be re-designed as this newly introduced traffic system is not fit for purpose. The current set-up of the new cycle lanes running on all sides of this junction combined with the reduction to one lane going left and right onto Ballymun Road (new and old) and the light sequencing of letting maximum of 3 vehicles only through has caused many near accidents between cyclists not adhering to road rules and exasperated drivers who have been sitting on Griffith Avenue Ext for at a min of 20+ minutes.

### **Our Concerns:**

1. In relation to the changes being proposed for Old Ballymun Road(Glasnevin End), we would seriously question this proposal, as by implementing this part of the proposal it is not allowing any traffic up the Ballymun Road from Glasnevin Village which means all traffic is routed either down Mobhi Road which will be closed between 4pm to 8pm( or different times of the day if changes are made) as a result of Bus Gate, so this means all traffic be required to go Griffith Ave, Glasnevin Road/Willow Park areas, Finglas Village , Ballymun Road will either be routed along Cremore Villas or Tolka Estate which are already heavy traffic areas. The junction at Cremore Villas/ Addison Park is not fit for purpose and has resulted in some serious and minor accidents/near misses over the years. We would question the logic of this change from its current format as there is no natural flow traffic in these proposed changes and reasoning of proposing this change in the 1<sup>st</sup> place as this a more direct route to the main part of Ballymun Road from Glasnevin village and why the increased traffic both at Cremore Villas, Tolka Estate and immediate surrounding estates was not taken into account and the effect of this change would have on their quality of life's which has a bigger population than the few residential properties on the old Ballymun Road. We would urge that the Glasnevin end of Old Ballymun road stays a two-way system with road surface and alignment be upgraded as deemed necessary. Additionally, we understand that the proposal is to stop northbound traffic on St Mobhi Road at 4.00pm each day. This would re-route a huge volumes of traffic from Mobhi Road to the Old Finglas Road, onto Cremore Villas and onto Griffith

Avenue Extension at a time when traffic in the area is already congested. See photo below taken at 4pm today (14.11.2022).



It is our opinion that by implementing this proposal it will result in the following:

- a) A splitting of communities.
  - b) Significantly impact Quality of Life of the surrounding estates listed in point 3 as they will take on the additional volume of traffic in their locality.
  - c) It will create isolation and close off parts of the community
  - d) Air quality will be significantly impacted due to exponential increase in carbon dioxide with increased stagnant / stationary vehicles.
  - e) Outgoing traffic will be excessively impacted with a lack of right turn coming onto St. Mobhi Road from Homefarm Road and other sports grounds / schools.
- 1.** There will be a massive increase in the volume of motor traffic through Glasnevin village and will degrade Glasnevin village's environment and the surrounding areas. The village of Glasnevin is already a busy village due to the current traffic coming from Botanic Avenue, Phibsborough and huge volumes of people coming to visit the Botanic Gardens (present since 1800's) all year around. The road structure in Glasnevin village is not designed for huge volumes of traffic as its roads are narrow and there is no room to widen the roads due to the narrow footpaths and the present of residential properties which were built in early 1900's.

2. Traffic issues will be a major problem for the people who live in Glasnevin village and the surrounding areas of this “urban village” for the following points
3. The priority given to pushing this additional traffic through the village endangers its cyclists, tourists, pedestrians, and current road users’ needs to be considered as part of any proposals. The result will be that motorist frustration and behaviour will deteriorate leading to a dangerous and aggressive environment for locals walking and cycling to school/work/church/botanic gardens in Glasnevin village. The village of Glasnevin has a long history of heritage, and the aim should be preserving the character and heritage and not destroy it by routing additional traffic through it.
4. The increase flow of traffic through the village and Old Finglas Road as a result of the re-routing traffic at Harts Corner and traffic restrictions on St. Mobhi Road will greatly affect the quality of life of an already busy traffic areas. It will negatively affect circa 12,000+ homes:
  - Cremore Avenue
  - Cremore Road
  - Cremore Villas
  - Addison Park
  - Cremore Crescent
  - Violet Hill
  - Glasnevin Hill
  - River Gardens
  - Tolka Estate
  - Glasilawn estates
  - Fitzmaurice Road
  - Old Finglas Rd
  - West Park Drive
  - Ballygall Lower
5. The traffic departing for Santry, Finglas East, Willow Park, Griffith Ave and Ballymun will be routed through these localities as a result of the part closure of the St. Mobhi Road as a result Bus Gate, the changes to the Old Ballymun Road being proposed at the Glasnevin end and re-routing of traffic at Harts corner which will increase the traffic turning right on the Finglas Road onto Old Finglas Road.

6. The increased traffic will pass by 5 local schools St Brigid's primary school and St Mary's secondary school on Old Finglas Road, Educate Together primary school on Griffith Avenue extension, Sacred Heart primary school and Scoil Ciaran special national school which are already very busy with traffic without adding any additional traffic. The children coming to these schools are living in Glasnevin, Santry, Finglas East, Charlestown, Ballygall and Willow Park estates. The increase in traffic numbers and congestion will also contradict all Government greener schools' initiatives whereby it will impact on children (particularly young children) walking, biking, or scooting to school. More caregivers are also choosing to drive their children to school because the current Dublin Bus/Transport for Ireland bus routes (particularly route 83) are failing to get children to school in a timely fashion. I also understand that this has been brought up in Parliamentary Questions recently. There are currently traffic jams each morning and afternoon from Willow Park Estate roundabout to the Old Finglas Road as a result the residents on Cremore Villas, Cremore Crescent, Old Finglas Road and all the estates off these roads are unable to leave their residences or have to plan to leave their residences earlier than they would need to attend appointments or work commitments due to the high volume of current traffic this is not taking in account the new re-routed traffic.
7. As residents of Cremore Crescent, it is nigh-on impossible to exit turning right in the morning or afternoon to travel to the Old Finglas Road due to the current volumes of traffic, and as a workaround we often turn left, then left again to run through Tolka Estate to simply gain access the Old Finglas Road. This is not taking account any proposed new additional traffic.

We would request a review to be performed how the Roads Authority propose to address this situation as the current Cremore Villas Road and Cremore Villas/Addison Park junction is currently dysfunctional at the current volumes of traffic not considering increased traffic volumes.

We would urgently request the Planners of Bus Connect to come see the current traffic issues that residents are currently experiencing without any additional traffic being rerouted through these areas and without Ballymun Road being closed off.

We would ask has a detailed traffic management plan be considered and generated as part of these proposals over the near, medium, and long term. We ask that consideration is given to the effect in terms of the increased number of cars on an hourly basis that will travel on these individual roads in the localities

discussed above of these changes being proposed. If this plan exists can the detailed traffic plans with the traffic projections be published to the local area residents' associations for review. If these proposals are permitted to proceed these estates/roads will be become 'Rat Runs', quality of life will decrease further, increased environmental impacts, social isolation among elderly and children as there will be fear of ability to crossroads which will impact on the ability of children to play outside safely. The roads in these estates listed above were built in the 1930's to the 1970's and were not designed for the current traffic and definitely not designed for the proposed rerouting of the additional traffic proposed. Some of these roads will barely allow 2 cars to pass if there is no on-street parking i.e., Glasilawn estate, Tolka estate etc...

The following needs be considered by the NTA & Department of Education while not directly associated with Bus Connect Bus Corridors

1. Introduce free or heavily subsidise school bus service to remove the numbers of the cars around schools.
2. Improve the frequency and capacity of the number 83 bus service or implement a local bus service around school times.
3. Develop a framework to review the reasons with the local schools why children are not walking to schools and implement an action plan to improve the levels of walking to school by implementing a list of measures and publish the KPI's via the schools' websites.
4. A review to be performed on the provision of schools in the Santry areas due to the high level of residential development in the Northwood and Santry villages areas this may reduce the school traffic in the Ballymun/Glasnevin areas.

If you need any further clarification in relation to our submission, please do not hesitate to contact me on [REDACTED]

Yours sincerely

Philip Lynch