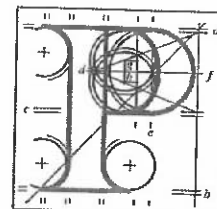


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Richard and Susan Dunne and Colette Casey
25 Glasnevin Hill
Dublin 9
D09N2C9

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

Richard and Susan Dunne of 25 Glasnevin Hill D9 D09N2C9 and Colette Casey of 63 Glasnevin Hill D9 D09K6y6 wish to make the following observation on the Ballymun/Finglas City Bus Corridor application to An Bord Pleanála.

As residents living on Glasnevin Hill we wish to express our deep concerns about the impact Ballymun/Finglas City Bus Corridor proposal will have on the Village of Glasnevin. We wish to make the following observations.

1. The proposed local diversional route which will divert away from R108 St Mobhi Rd along Botanic Rd, Glasnevin Hill, Old Finglas Rd and onto Cremore Villas will add to the current traffic gridlock. The recent traffic alterations by DCC at Old Ballymun Rd/Griffith Ave Extension has led to long traffic delays tailing back through the village as far as Botanic Rd at the National Botanic Gardens. This change in traffic signalling has taken place since the BusConnects consultation periods and has significantly changed the flow of village traffic in a negative way. What is deeply concerning is that there is no bus lane on Glasnevin Hill and the gridlock of traffic does not give options for emergency traffic such as ambulances and fire services to access the area in the event of an emergency.
2. In tandem with this change, traffic on St Mobhi Rd is back from the Griffith Ave junction to Botanic Avenue every afternoon. It is incomprehensible to consider how this flow of traffic will be added to the already gridlocked Glasnevin Hill causing mayhem.
3. It is incomprehensible that Bus Connects, which purports to support sustainable transport infrastructure for active travel promoting the use of public transport, proposes to divert traffic away from the National Botanic Gardens, (with an annual footfall of 655000 people), a thriving hospital with inpatient beds and outpatient clinic, 2 schools, a crèche, public house and residential area with planning permission granted for 35% increase in population of the village. Instead, Bus Connects plans to divert public transport away from these areas, which will lead to greater need for vehicle use. We believe that St Mobhi Rd will be served by the Metro system and adequate planning for bus routes through the village should be given priority.
4. There has been no due regard for the urban village of Glasnevin, with huge archaeological and cultural significance, instead using the route as a traffic corridor and destroying the ambience of the village.

5. This increase in traffic will have an environmental impact resulting in a decrease in quality of air, with fumes from traffic congestion queues impacting upon human health. Previous analysis of air quality is not in keeping with the current situation. Due to exhaust fumes, the village will become a toxic carbon blackspot.
6. Moving the traffic on up the Old Finglas Rd onto Cremore Villas will result in further congestion as currently exists due to no vehicular drop-off zone for St Brigid's and St Mary's School which gives rise to disorganised on-street parking at school collection times.
7. St. Mobhi Drive, Glasnevin currently operates as a two-way road with no turning restrictions at junctions at either end of the road. It is proposed to impose a traffic restriction for one-way westbound at the eastern end of St. Mobhi Drive, with a narrowed road area at the junction with St. Mobhi Road. This is intended to reduce the volume of west to east traffic that would join the bus corridor briefly before turning left at Botanic Avenue where it would conflict with southbound buses and cyclists. However, this would lead to an increase in vehicular traffic on Glasnevin Hill with no alternative routes to take.
8. The map for Glasnevin Hill indicates new parking places on the left past the shop. Planning Permission has been granted for 6-7 stories of residential units which are not set back from the road, which would call into question the actual accuracy of the map. Drawing file name Glasnevin Hill; BCIDD-ROT-GEO_GA-0304_XX_00-DR-CR-0021. The map also includes cycle lanes on both sides, which is highly questionable in terms of road width.
9. To reduce pressure and divert traffic away from R108 St. Mobhi Road along Botanic Road, Glasnevin Hill, an alternative diversion is suggested which diverts traffic at Phibsboro Harts Corner, onto the Finglas Rd, past the cemetery and 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) is not a credible alternative. There is no road space for extra lanes of traffic on the Finglas Rd, which are already congested.