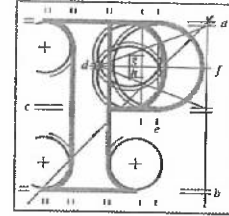


Our Case Number: ABP-314610-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Róisin Shortall
Dáil Éireann
Leinster House
Kildare Street
Dublin 2

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,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA02 (Acknowledgement - No Receipt to Issue)

Tell	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



ROISIN SHORTALL T.D.

Ballymun/Finglas Core Bus Corridor

Róisín Shortall TD Submission

15th November 2022

From the outset I want to express my continued support for the BusConnects project. I have always endeavoured to constructively engage in the consultation process, as I recognise the value of this project to the city and for meeting our climate ambitions. I believe that this major infrastructure programme presents a real opportunity to encourage people out of cars and onto bikes, buses and footpaths.

Decades of poor policy has incentivised the most environmentally damaging forms of transport and left people with very few options to reduce their carbon footprint.

BusConnects, along with MetroLink, presents a real opportunity to remedy these policy failings, radically reduce car dependency and improve city connectivity. Achieving a modal shift from cars to public transport could greatly reduce the capital's congestion and offset the negative environmental impacts of our over dependency on cars.

Ambitious public transport projects will always produce unintended consequences and unforeseen issues. This is why the public consultation process is so important. It gives locals a chance to outline their perspective on National Transport Authority (NTA) plans, and inform the design based on the reality of living in their area. From the beginning, the NTA has been generally amenable to local concern, updating and amending Corridors to address many issues which were identified locally. However, some outstanding issues remain, and I have endeavoured to reflect the views of my constituents below.

Northbound Traffic Diversions – Botanic Road & Hart's Corner

The proposal for cars to access the Ballymun Road in a northbound direction is to divert either at Hart's Corner and go along the Finglas Road or to divert at Botanic Road and head along Glasnevin Hill. Both routes are already traffic heavy and there must be some mitigation to ensure we are not adding more traffic to already congested arteries. There are concerns among residents in Ballymun that these diversions will add considerable journey time for them to reach their homes when travelling northbound.

Gyratory Triangle of Ballymun Road / Griffith Avenue / St. Mobhi Road

This gyratory triangle is currently a one-way system and if it were to become two way then it must be adequately signposted and parking must be retained for the businesses situated on the triangle. The creation of a two-way system is likely to create difficulty for cars and delivery vehicles going northbound to access the existing parking on the western side of the triangle where there are several businesses. It is therefore important that the centre line on this section of carriageway would be a broken line in order to allow access to the parking area outside the business premises.

Vulnerable Passengers

Once again there are concerns about inadequate consideration of the needs of older people and those with a disability, either intellectual or physical. There seems to have been very little direct consultation with disability and older persons' groups, given the frequency of island bus stops and dangerous crossings. The expectation that all bus users can easily walk to change buses, or cross busy junctions, shows insufficient understanding of the needs of older people, people with mobility impairments and those with disabilities.

These issues have been evident at every stage of the plan and consistently flagged with the NTA.

Island Bus Stops

There is significant concern regarding the over reliance on island bus stops. These island bus stops make the bus network significantly more dangerous, especially for vulnerable passengers. This is of particular concern along Mobhi Road, where there are multiple schools and sports clubs. Furthermore, the Dublin North West constituency has a high volume of older residents who would be particularly vulnerable at these bus stops. Their needs have not been adequately considered.

Pavement Width

There remains concern over the reduction in pavement width, particularly without adequate investment in pedestrian infrastructure. Residents feel that the BusConnects project should aim to create a modal shift to walking for commuting purposes, alongside radically improved infrastructure for cyclists. There are strong concerns that a reduction in pavement widths will not provide adequate space for people who require mobility aids, particularly on streets such as St Mobhi Road, which has a high volume of footfall.

Parking in Glasnevin

Parking in Glasnevin Village has become a significant issue in recent years. Residents maintain that due to the relative proximity of Glasnevin Village to the city, the absence of

sufficient on-site parking in the Bon Secours Hospital and the Botanic Gardens, and the availability of free all-day parking, the Village is overrun with private cars. With an increased traffic flow expected through Glasnevin Village due to BusConnects, it is imperative that preventative action is taken to deal with parking issues.

Glasnevin Village Association have suggested the following actions:

- More 'Park and Ride' facilities should be introduced on the outskirts of the city;
- Paid parking should be introduced throughout the Village;
- Off-street parking at the Botanic Gardens should be increased;
- Address parking (for drop off/pick up purposes) outside the schools;
- Improved enforcement of traffic laws – both electronically and in person.

I would appreciate if you could take the above points into consideration.

Kind regards,

Róisín Shortall

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

