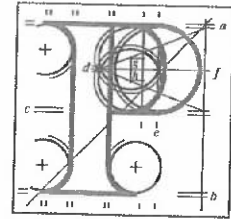


Our Case Number: ABP-317121-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Carmel Sherry and Celine Byrne
c/o 18 Mannix Road
Glasnevin
Dublin 9

Date: 20 September 2023

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

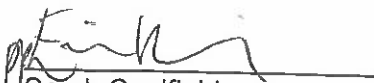
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board at laps@pleanala.ie

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

HA02A

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

To An Bord Pleanála
64 Marlborough Street
Dublin 1

AN BORD PLEANÁLA	
LDG-	066432-23
ABP-	317121
12 SEP 2023	
Fee: €	50 Type: Cash
Time:	11:03 By: Hand

BusConnects Swords to City Centre Bus Corridor Scheme

Bord Pleanála Case reference: HA06D.317121

12th September 2023

Dear Sir/Madam

Please see our comments on the above Bus Connects Swords to Dublin City Centre Bus Corridor Scheme.

Our Lady's Park Drumcondra Road Lower / New Pedestrian/Cycle Bridge

Our Lady's Park will be seriously impacted both during and after construction phase. The area under the new bridge and the area on the Drumcondra Road side of the new bridge will no longer be easily accessible and has the potential to attract anti-social behaviour. The proposed bridge will extend as far as the plinth of the statue of Our Lady which is proposed to be relocated. But we are unaware of any local consultation with regard to this. The remaining park area leaves no where prominent enough for the statue. Is she to be hidden away from sight behind the Dublin City Council red brick pumping station?

The design of the proposed new pedestrian/cycle bridge over the Tolka River is incongruous and out of character with the surrounding area. The bridges and walls along the Drumcondra Road - St Patrick's Campus, Tolka Bridge, Clonliffe College, Binns Bridge) are all consistent and uniform comprising cut stone walls and granite capstones. In the case of the recent realignment of the wall at St Patrick's College, the cut stone wall was fully reinstated.

The proposed new bridge has made no effort to demonstrate any empathy with the historic boundary treatments of the surrounding area contrary to Volume 4 Part 3 Chapter 16.3 of their Environmental Impact Assessment Report (EIAR) The proposed bridge will have white painted steel railings and glass panels which will be much more open to graffiti than the traditional walls in the Drumcondra area. We believe that if the current bridge was widened and existing boundaries re-instated, it is likely that less of Our Lady's Park would be eliminated.

Wheelchair Parking Re-location

It is proposed to re-locate the wheelchair parking spot outside Markey's shop/AIB on Drumcondra Road Lower to just around the corner on Botanic Avenue outside Fagan's Pub where the footpath is at its widest. Given it's closeness to the junction, drivers emerging from their vehicle would not have sufficient sightlines of vehicles turning into Botanic Avenue often ~~at~~ at speed when they have the green light. This is a serious road safety issue. A possible re-location at the end of Hollybank Road might be considered a better option

Bus Stop relocation.

It is proposed to relocate the existing Bus Stop 19 on Drumcondra Road Lower from outside AIB to closer to the junction with Hollybank Road. This reduces the sightlines for traffic turning right from Hollybank Road onto Drumcondra Road. Also there is currently no "Bus Lane" marking on this part of Drumcondra Road between Hollybank Road and Botanic Avenue, as is now proposed. This had allowed the traffic turning left into Botanic Avenue to merge into the inner lane more safely than as now proposed.

The proposal to relocate Bus Stop 17 at the railway station to Between St. Anne's Road and Grattan Parade will probably improve the safety for vehicles turning right into St. Annes Road, when two or more buses are stopping.

Green Embankment Areas on Drumcondra Road Lower between Hollybank Road and St. Alphonsus Road.

As per original newspaper notice, the proposal includes the permanently and temporarily compulsory acquisition of the green embankment areas. It is unclear which areas are which and why there is a need for these acquisitions when the cycle lanes remain alongside footpaths and there is no obvious change to the road in this area.

It is also unclear who will be responsible for the maintenance of these green areas during the period from their acquisition and the commencement and completion of Bus Connect works. We believe that any approval should include conditions relation to their maintenance.

Dorset Street Junction with Eccles Street/Hardwicke Place

From Dorset Street heading towards city centre, it is proposed to introduce a no turn right into Eccles Street and a no turn left into Hardwicke Place. This will restrict access to the Mater Hospital car park, the many clinics and consultation rooms along Eccles Street and the Mater Private Hospital. Also, no turn left onto Hardwicke Place restricts access to Temple Street Hospital.

At the very least, we believe that the left turn into Hardwicke Place should be retained with perhaps a roundabout close to St George's church would facilitate access to Eccles Street services. There is no indication of what alternative detour is available and what sort of signage would be provided to alert drivers how to access same. We have been unable to ascertain why it is considered necessary to remove access to these important services.

General Comment

Cycle lanes in general

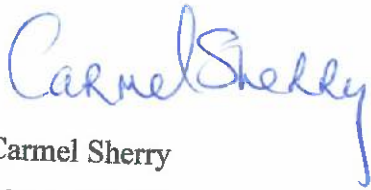
Shared footpaths and cycle lanes. We believe that some, but certainly not all footpaths are proposed to be narrowed too much to facilitate cycle tracks. It takes more space for two buggies, or dog walkers to pass each other than a cyclist to pass a slower cyclist. There is no need for such lanes to have equal width as pedestrians. In many areas a one-third two-third ratio would be more appropriate. We are particularly concerned by the speed of e-scooters using these cycle lanes. We believe e-scooters as motorised vehicles should be directed away from shared footpaths and cycle lanes. The same issues apply to the increasing amount of electric bicycles we see in circulation

Cycle lanes should be clearly marked and properly maintained with a different colour and texture to clearly identify them on shared footpaths. Experience of current cycle lanes show worn out markings and are practically invisible in places. It is unclear who is liable for

injuries caused by a collision between pedestrians and cyclists on cycle lanes particularly at bus stops. Or who else would be liable if cycle lanes are not clearly visible.

Thank you for taken on board my comments

Regards



Carmel Sherry
18 Mannix Road
Glasnevin
Dublin 9

12th September, 2023

Email 



Celine Byrne
16 Mannix Road
Glasnevin