

12.0. TRANSPORT

12.1. The Luas

The Luas Route 3 is planned specifically to help connect Ballymun and the Northside to Dublin City Centre and via other interchanges to the whole Dublin area. Six options for routes to Ballymun have been outlined for further investigation by CIE. The Masterplan must provide reservations for the Luas route which are thought to be most convenient for Ballymun customers and they must be laid out now so as not to look bleak and vacuous in the interim period. The Luas is most likely to approach Ballymun from the south via Collins Avenue and was planned to terminate south of the Shopping Centre so as to avoid negotiating the existing roundabout. The Masterplan proposes to remove the roundabout and, because of the planned developments on Santry Woods and Naul Meadows, the Luas can be expected to extend northwards to a possible terminus at the junction with Santry Avenue. Recent advice from the Luas team suggests the Luas might extend further still, turning west along Balcurris Road to the junction with Balbutcher Lane where there could be a Luas terminal and service yard. The service yard would require a site in the order of 3 hectares and a site of this size is vacant on Poppintree Industrial Estate opposite the Park.

Terminating this far west is good for Ballymun for several reasons

- more residents are within 5 minutes walk of a halt
- the designated Technology Park site is close by, as is the existing FÁS campus
- a route on to Finglas could be easily accommodated
- a route northward over the M50 beside the existing Sillogue Lane bridge is technically easy and could lead to the Airport, Swords or Blanchardstown.

The Luas will also bring the need for a park and ride car park facility for about 500 cars. The car park would cover about 3 acres at grade or in a 3 storey car park a footprint of about 120 x 35m is required.

The most economical configuration of tracks for the Luas is to run in the central reservation of a roadway so one pylon carries the overhead power and each halt can be a single platform between the tracks. In the case of the Ballymun Road where the Masterplan is trying to achieve a main street with pavements and activity on both sides of the road, it is proposed to run the Luas tracks on each side of the road for pedestrians' convenience and safety.

The Luas team are expecting to progress route option studies in 1998. If funding is confirmed the earliest the route will be open is 2003.

12.2. Bus Services

12.2.1. Quality Bus Route

The proposed Ballymun Road is planned to have a bus lane along the length of the Main Street. This lane coincides with the reservation for the Luas which would replace the bus lane.

12.2.2. Local Bus Routes

The Masterplan proposes new road links which will enable the existing bus services to more economically and conveniently serve a wider population. Route destinations should be reviewed to assist residents access to employment opportunities. Eventually 'Nipper' bus service could operate from the main street to access all of Ballymun and parts of north Glasnevin and Santry.

12.3. Car Parking

Residential Areas: these will have one parking space per household with one visitor parking space per four households; this provision may be reduced in the case of single persons and elderly accommodation especially if within the town centre.

Office Buildings: the city standard is between one space/14m² and one space/80m². The business park will require a high provision because of its high population of car owners. The enterprise units and civic offices in the Main Street may have a lower provision because of their location with good transport links and greater proportion of local employees within walking distance.

Retail: the existing shopping centre needs improved parking to make it attractive - increase in number of spaces from approximately 300 to nearly 800, to be more visible from Ballymun Road, more safely lit, camera surveyed and well landscaped.

Park and Ride: a Quality Bus Route system could terminate at a Park and Ride car park which, if well located now, could also be served by a Luas halt in years come. To minimise the impact of the traffic generated by Park and Ride a location close to the M50 junction is needed. Such a facility could be provided to the north-west of the junction of Ballymun Road Santry Avenue.

12.4. Cycleways

Cycle lanes on main roads are being provided in most European cities. Where no extra space is available the inside lane is narrowed and the cycle lane has coloured tarmac as does the reserve at traffic lights which is full road width.

Along Ballymun Road there is space for an off-road, on-pavement reserve of 1.5m to each side. The precise configuration and location on plan will be resolved at detail design stage. Santry Avenue and Balcurris Road could be designed to provide segregated two-way cycle routes. Elsewhere within Ballymun cyclists can use the roadways, should traffic become heavier in future years cycle lanes could be marked out in the manner described above.

Segregation of modes of transport - roads for cars, cycleways for bikes, paths for people - is one solution for fast traffic conditions and so safety in new towns and suburban areas. The urban attitude being promoted now in Europe is one of mixed land uses so that there is more scope for local transactions between the activities of living, working, shopping, and recreation. The closer workplaces and homes are, the less need to commute, the more comfortable it becomes to bike, bus or walk to work. Adult use of bikes is an indication of an areas 'livability'. If a small town is organised with mixed land use it will naturally encourage cycling, as the obvious, best way to get around. New links will be made to designated cycle routes outside the study area. New developments will be expected to provide easy to use cycle parking and storage spaces.

12.5. Bridleways

Horses are part of the youth culture particularly among 10-15 year old boys. Since the 1996 Control of Horses Act came into effect the number of horses roaming loose has decreased. If equestrian centres/horse clubs are not established quickly in Dublin many young people will have their horses impounded and be unable to pay the fines. For Ballymun, the policy will be to control horse ownership, not abolish it. To be licensed, horses need stabling and, since there is not enough grazing land, access to an exercise area, tack room and meeting space is necessary - this involves forming horse clubs.

If the club owns some horses as well then other children can learn to ride and care for them without need to have their own. BRL have agreed with the Ballymun Animal Caring Association (BACA) to use a site to the west end of Naul Meadows for stabling, paddock and exercise yard. This site enables BACA to deliver the project objectives shown in their Business Plan.

12.6. The Airport

The airport will be expanding and when its plans are published the impact on Ballymun can be assessed. Currently, aircraft noise is not a problem to residents.

Jobs created around the Airport should be made more accessible to residents in Ballymun by improved bus routes, currently there is no direct bus service.

Any international airport needs the whole range of transport modes heavy rail, light rail/tram, bus and car.

The Masterplan promotes a route for the Luas which enables an economic crossing of the M50 should it extend to the Airport.

12.7. Construction Traffic

Clean and Dirty access routes will need to be designated for construction traffic. Within the estates this will help reduce congestion, but there is bound to be disturbance to residents. In the case of the possible Technology/Business Park where a developer will want to build out westwards from the Ballymun Road frontage, a second west end access is needed, this could be via St Margarets Road to the M50 junction at Finglas.

12.8. Heavy Rail

CIE are currently developing a proposal to create a rail link from the airport to Dublin city centre via a connection to the Sligo line at Cabra junction.

A station close to Ballymun would be supported by BRL. However any proposed routing of a line across the study area lands would be vigorously opposed.

