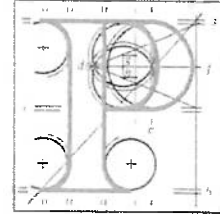


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Anne McMonagle
14 Orwell Hall, Marianella
Orwell Road
Rathgar
Dublin 6
D06 F5Y6

Date: 24 April 2024

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to 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 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 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,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02

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64 Marlborough Street
Dublin 1
D01 V902

Kevin McGettigan

From: Eimear Reilly
Sent: Monday 8 April 2024 12:54
To: Kevin McGettigan
Subject: FW: ABP-316272-23
Attachments: ABP revised submission for 28.03.24.pdf

From: LAPS <laps@pleanala.ie>
Sent: Thursday, March 28, 2024 3:54 PM
To: Eimear Reilly <e.reilly@pleanala.ie>
Subject: FW: ABP-316272-23

From: Anne McMonagle [REDACTED]
Sent: Thursday, March 28, 2024 3:46 PM
To: LAPS <laps@pleanala.ie>
Subject: ABP-316272-23

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Please find attached submission regarding the above planning road development application .

Kind regards,
Anne McMonagle

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Anne McMonagle

An Bord Pleanála
6 Marlborough Street
Dublin 1

A McMonagle
14 Orwell Hall, Marianella
Orwell Road
Rathgar
Dublin 6
D06 F5Y6

Ref: ABP-316272-23
TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE CORE BUS CORRIDOR SCHEME

To Whom It May Concern:

Time Saved

As far as I can tell from reading the various submissions and plans, the time saved by commuters/bus drivers with the new Bus Connects System is only a matter of minutes on each route. Why would we create bus highways at the expense of the character of our city, and generate enormous congestion on all the neighbouring streets into which the cars will re-direct, to save between 5 – 10 minutes on each route?

Suburban Villages/centres

Most of the proposed bus corridors will not be able to be widened like the N11 was, as the urban villages are much more built up than the 'Bray Road' was when it was widened.

All the way in from Spawell roundabout, the villages on the A Spine Route are bottlenecks, so no matter how much the road is widened, the buses are ending up on single lanes into narrow junctions to go through the old villages which surround Dublin.

Unless there are plans to knock these down, or bypass them, every road widening project is a waste of time as the newly widened roads will just land into narrow much loved village crossroads – Templeogue, Terenure, Harolds Cross, Rathgar, Rathmines, Ranelagh, Portobello etc.

Look at Donnybrook: the N11 is nothing short of a motorway, most inhospitable and sterile, and it still screeches to a halt once it arrives across Donnybrook bridge. It is an effective route into the city core from Bray, but I wouldn't want to live along it anywhere.

Unintended traffic consequences

A trial of the traffic changes and bus gates should be undertaken BEFORE DCC cuts down the trees and takes slices off front gardens.

This is to demonstrate how it will all work, if it will work, and to find out in real time the knock-on effects on the areas where cars will reroute.

With a trial period, no permanent infrastructure would be destroyed (yet) and useful information would be gathered. There would then be an opportunity to tweak elements here and there if necessary.

I suggest a period of at least 3 months, and ideally in (school) term time. If the trial only lasts for a week or a weekend, people will just arrange to work from home to avoid having to deal with the new bus gates etc; over a period of a number of months, everyone will eventually hit the

road and figure it out. Then you will get real results and feedback from which, hopefully, new ideas will emerge from this experiment. The CPO process and resulting works will take quite some time anyway, this is a way to use that time to some useful purpose.

And no trees or property will be harmed in the process.

Commuting Patterns

Has any further research been done since reopening after Covid to produce evidence-based plans on what level of travelling people are doing now, compared to whenever the Bus Connects plan was created? Commuting patterns have changed considerably, with three immediate consequences that I can see:

1. Hybrid working has resulted in fewer passengers on public transport on most days of the week.
2. Many people have changed jobs to work closer to home, rather than commute miles into the city centre of Dublin every day.
3. Having discovered working from home during the Pandemic, people have rediscovered their local suburban villages and are dining and shopping locally now as opposed to always gravitating into the city.

Even if the above points are anecdotal, surely concrete evidence should be produced to see if there are changes to the way Dubliners are going about their lives now. If things have really changed since this project began, then the Bus Connects plans should be revised considerably.

Trees & Gardens

I am horrified at the number of trees that will be removed to facilitate buses – how is that sustainable? Notwithstanding our buses allegedly going electric, their batteries are made of heavy metals and other unsustainable materials and practices, and the electricity sources required to charge them are potentially as polluting as the diesel in the older models.

We must be absolutely sure there is NO OTHER WAY before cutting down the beautiful trees that are finally growing and greening all of our Dublin suburbs and leaving us with a city that looks bare and inhospitable, with hundreds of huge buses racing around half empty, going places no one wants to visit, or work in or live in anymore.

Thank you.

Anne McMonagle
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