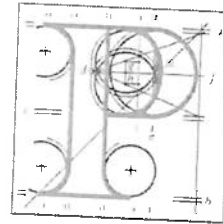


Our Case Number: ABP-316272-23



An
Bord
Pleanála

Councillor Anne Feeney
Members Room, City Hall
Dame Street
Dublin 2

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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D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Kevin McGettigan

From: Eimear Reilly
Sent: Thursday 4 April 2024 13:08
To: Kevin McGettigan
Subject: FW: Bus Connects Templeogue/Rathfarnham to City Centre Core Bs Corridor
Attachments: Cllr Anne Feeney Supplementary Obs.pdf

From: LAPS <laps@pleanala.ie>
Sent: Wednesday, March 27, 2024 10:09 AM
To: Eimear Reilly <e.reilly@pleanala.ie>
Subject: FW: Bus Connects Templeogue/Rathfarnham to City Centre Core Bs Corridor

From: Cllr Anne Feeney <anne.feeney@dublincity.ie>
Sent: Tuesday, March 26, 2024 6:27 PM
To: LAPS <laps@pleanala.ie>
Subject: Bus Connects Templeogue/Rathfarnham to City Centre Core Bs Corridor

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.

Case Number ABP-316272-23

Following on from my submission last year and ahead of the deadline for supplemental comment on Thursday 28/3/24, I would appreciate very serious consideration of the fact that significant banned turns are now being proposed which were not part of the public consultation process carried out by the NTA.

While I, along with Councillor James Geoghegan held two public meetings informing residents of the bus corridor in May of 2023, most residents who attended these meetings were residents who lived on roads directly affected by the corridor in the Terenure and Rathgar local areas. This is reflected in my written observations which included specific reference and concern re the following proposed banned turns in Terenure, Rathgar and Rathmines. **I am greatly concerned that if An Bord Pleanala approve the NTA's application, Dublin City Council will go ahead and implement the banned turns without local consultation as to access for residents (considerable diversions) and the traffic impact for already congested adjacent roads, primarily Terenure Road West and Fortfield Road. These impacts appear to be poorly addressed by the NTA.**

Proposed Banned Turns:

Right turn ex Templeogue Road into Rathdown
Right turn ex Fortfield Road into Greenlea Road and Lavarna Grove
Banned turns onto Rathgar road and slipway outside SuperValu
Banned turn from William's Park and any exit out of Williams Park
Derreveragh Road

The impact of very restricted access for Greenlea Road, Parkmore and Derreveragh and the resultant significant increase in traffic volume backed up on Fortfield Road and Terenure Road West into Terenure village should not go ahead without proper consultation with residents in the locality by Dublin City Council.

The attached correspondence sent to me from Councillor James Geoghegan and which relates to many other banned turns in the Dublin Bay South area, forms part of my supplemental observation to this planning application and all text contained therein is to be construed as forming part of my own observation which I adopt in full as my own”

**Yours sincerely
Councillor Anne Feeney**

Smaoinigh ar an timpeallacht sula ndéanann tú an ríomhphost seo a phriontáil. Please consider the Environment before printing this mail.



Councillor JAMES GEOGHEGAN

☎ 089 616 6956 ✉ james.geoghegan@dublincity.ie
📧 @GeogheganCllr

Dear An Bord Pleanála,

This correspondence forms part of Cllr Anne Feeney's supplementary observation to An Bord Pleanála case number 316272, the Templeogue Rathfarnham Busconnects corridor.

The NTA's response to the submissions made, in particular pages 215 and 216 are alarming, as is the map which has been supplied explaining the NTA's rationale as to how hundreds of residents who can no longer turn right on any of the feeder roads into Ranelagh Road are expected to carry out their journeys in this area.

While I, along with councillor Anne Feeney held two public meetings informing residents of the bus corridor in May of 2023, most residents who attended these meetings were not from the Ranelagh area but instead were residents who lived on roads directly affected by the corridor. This is reflected in the written observations which largely do not relate to the turn bans.

The body responsible for implementing turn bans in this instance is Dublin City Council ("DCC"), and my understanding is that DCC do not intend carrying out any further consultation with the locality prior to the introduction of any of the turn bans the NTA have proposed as traffic alleviation measures.

DCC are, however, legally required to consult with An Garda Síochána prior to the introduction of any turn bans. In most other cases where DCC introduces new turn bans in a locality, and certainly ones as significant as these which are proposed, there is local consultation on any such bans prior to their introduction.

There are now hundreds of residents who live on Cowper Drive, Cowper Gardens, Park Drive, Tudor Road, Albany Road, Beechwood Avenue Upper, Edenvale Road, Mountainview Road, Cullenswood Gardens, Mountainview Road, Mountainview Cottages, Beechwood Road, Beechwood Avenue Lower, Ashfield Road, Ashfield Avenue, Mornington Road, Anna Villa and Merton Drive that are shocked about these turn bans.

These residents did not know that turn bans on Merton Drive, Ashfield Road and the Ranelagh triangle would be implemented without any further local consultation should An Bord Pleanála approve this planning application.

It is a preposterous proposition that residents of these roads are expected to pay €50.00 to make a singular observation about a turn ban that may or may not alleviate the diverted traffic concerns the NTA have identified arising from the Bus corridor.

It is clearly both logical and preferable that DCC be afforded a wide margin of discretion to both consider the most appropriate measures for the locality to safeguard against diverted traffic, balanced against the requirement for local access.

An Bord Pleanála should not make any definitive planning conditions in respect of these turn bans but quite properly, should instead enable the traffic authority, in this case, Dublin City Council, to advance its own plans that would include local consultation as how best to alleviate diverted traffic pressures that may arise from the bus corridor proposal.



There are a number of significant groups directly impacted by these proposed turn bans, including but not limited to;

- Woodstock Community Centre which provides 100 meals on wheels every day, 23,000 per year. Quite simply the group will not be able to deliver the same volume of meals due to additional time and cost (fuel) in delivering the service;
- elderly residents; and
- people who access work, college, hospitals and sporting facilities.

Alternative solutions which could and should be explored, amongst others, include;

1. Making the access to Right hand turns only attractive to residents. Traffic calming measures or detours within the neighbourhood could be introduced that essentially make the route unattractive, other than for those who are residents. These would also impact residents but would be preferable to a 3km detour.
2. Make the right hand turns (and left hand turns from Sallympoint Avenue etc), subject to time restrictions.
3. Study the actual volume of traffic turning right on each of the roads to determine the volumes and what the actual impact is on the plans for the Busconnects corridor.

These turn bans should not be made into enforceable planning conditions of this plan and doing so would handcuff DCC from properly exploring the local requirements and local needs. These proposals are not the corridor proposals and they did not go through the extensive pre-planning public consultation that took place in respect of the corridor and yet the impact could be just as significant, if not more significant for residents living in these areas.

I trust this observation amongst others will be given the fullest consideration when adjudicating on this planning decision.

Yours sincerely,

James Geoghegan