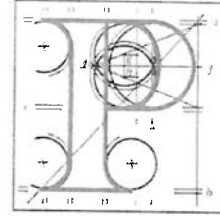


**Our Case Number:** ABP-316272-23



**An  
Bord  
Pleanála**

John Grant  
11 Wasdale Grove  
Terenure  
Dublin 6  
D06E102

**Date:** 26 March 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.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. 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](mailto: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

HA02A

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

## Christine Brennan

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**From:** LAPS  
**Sent:** Monday 25 March 2024 08:56  
**To:** John Grant  
**Subject:** RE: Submission for case ABP-316272-23

Good morning John

I acknowledge receipt of your email. A formal acknowledgement will issue via post.

Kind regards

Eimear

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**From:** John Grant [REDACTED]  
**Sent:** Sunday, March 24, 2024 5:51 PM  
**To:** LAPS <laps@pleanala.ie>  
**Subject:** Submission for case 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.

From:  
John Grant  
11 Wasdale Grove  
Terenure  
Dublin 6  
D06 E102

**Case no. ABP-316272-23**

Dear Sirs

Please find below my observations to the responses by the NTA to my original submissions. The NTA's reference is 3.133 133.

### **Regarding the imposition of 30 kph speed limit from Rathfarnham Road to the City Centre:**

Without wishing to get drawn into a debate as to whether the NTA should have the legal authority to set urban speed limits, this should be the responsibility of Dublin City Council and South Dublin County Council. DCC recently proposed a similar 30kph limit for all non-major routes within that council's area (the limit would have applied to all of this section from the Dodder), and this was comprehensively rejected.

The NTA quote in their general response in section 2.2.3.4:

*The objectives of the Proposed Scheme are to:*

*Enhance the capacity and potential of the public transport system by **improving bus speeds**, reliability and punctuality (my highlighting)*

It would seem the very definition of madness to go to this great expense, with the removing of trees, compulsorily acquiring front gardens, imposing extensive one-way roads etc in order to shave a few minutes off the travel time for buses, only to subsequently restrict their speed and give back the hard won time savings and more, especially when for 80 – 90% of this route such a restriction is totally unnecessary.

The only parts of the route that do require a 30kph limit are approx 100m either side of Terenure Cross, and possibly the George St/Dame St environs. There is no reason why adequate signposting or road marking/colouring could not be employed to indicate these limited restricted zones to drivers.

The argument that such a restriction is required where cycles share road space with motorised vehicles does not hold up (for this corridor). The proposed road widening and introduction of cycle lanes along the route generally will already enhance cyclist safety. The only way to ensure complete safety for cyclists would be to ban all traffic (including buses)!

It is also likely, given the experience of the 30kph limit along the Dublin quays and other areas, that this limit will be largely ignored by motorists. While I accept this should not be an argument against its imposition, the truth of this will lead to frustrated drivers that will frankly be more likely to lead to instances of other forms of anti-social driving (dangerous overtaking for example).

#### **Regarding the introduction of “Quiet Cycleway” along Wasdale Park/Grove and Victoria Road**

The NTA in its response may have mis-understood my objection to this proposal. I absolutely accept that to divert cyclists away from Terenure Cross/Terenure Road East, they should be encouraged to use Bushy Park Road/Zion Road. However I believe that improvements to these roads should be made to enhance cyclist safety rather than trying to divert them further along Wasdale Park/Grove/Victoria Road.

Apart from the unsuitability of Victoria Road in particular for cyclists (which I covered in my original submission), the simple fact remains that a very significant proportion of cyclists along this route will be heading to/from the High School, one of the largest schools in Dublin, or Zion National School for which it is necessary to cycle along Bushy Park Road or Zion Road anyway. It therefore makes sense to improve the safety for these children, and for the likely majority of cyclists who would continue to use this route anyway.

With the removal of all parking along Zion Road (between Orwell Road and the Bushy Park Road junction), removal of most or all parking along Bushy Park Road and implementing segregated cycle lanes along these roads, a perfectly safe cycle route can be created. There is no property along either road that does not have front (off road) driveway parking, with the vast majority having capacity for 2 or more vehicles, so the loss of parking should have minimal detrimental effect on residents.

Kind regards,

John Grant