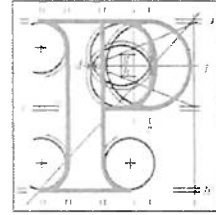


**Our Case Number:** ABP-316272-23



**An  
Bord  
Pleanála**

Sean Leake and Morina Carr  
3 Greenlea Grove  
Terenure  
Dublin 6W

**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](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

HA02

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Glaó Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

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Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## Kevin McGettigan

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**From:** Eimear Reilly  
**Sent:** Thursday 4 April 2024 13:09  
**To:** Kevin McGettigan  
**Subject:** FW: Bus connects Templeogue Rathfarnham ABP-316272-23  
**Attachments:** ABP 316272 Bus connects - S Leake and M Carr.docx

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**From:** LAPS <laps@pleanala.ie>  
**Sent:** Wednesday, March 27, 2024 10:08 AM  
**To:** Eimear Reilly <e.reilly@pleanala.ie>  
**Subject:** FW: Bus connects Templeogue Rathfarnham ABP-316272-23

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**From:** sean Leake [REDACTED]  
**Sent:** Tuesday, March 26, 2024 5:30 PM  
**To:** LAPS <laps@pleanala.ie>  
**Subject:** Bus connects Templeogue Rathfarnham 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.

Dear Sir/Madam,

I attach further observations in relation to the NTA response to my previous submission.

Yours faithfully  
Seán Leake and Morina Carr  
3 Greenlea Grove  
Terenure  
Dublin 6W  
[REDACTED]

3 Greenlea Grove  
Terenure  
Dublin 6W  
D6W PX45

26 March 2024

**Bord Pleanála Ref. ABP-316272-23 Bus Connects Templeogue/Rathfarnham to City Centre**

Dear Sir/Madam,

We wish to address the NTA response to our submission in relation to the above planning application (page 720, ref.3.248248).

The fundamental issue in our original observation was the likelihood of increased traffic volumes through the residential streets in Terenure West (the area bounded by Templeogue Rd., Fortfield Rd. to the KCR, and Terenure Rd. West), because of a bus gate on Templeogue Rd. (and another one in the pipeline just after the KCR). There are also pollution, noise and safety concerns. The response does nothing to alleviate these concerns.

There are three issues with what is being proposed:

1. The NTA proposal envisages all city bound traffic on the N81 queuing at a new Spawell Junction in order to turn right towards Firhouse Rd, then to turn left heading towards Rathfarnham via Butterfield Ave, (including the difficult and busy junction at Tesco, Rathfarnham). It will then turn left again to head to Terenure village and onwards towards the City Centre via Harold's cross, as there is no right turn in Terenure Village towards Rathmines/Rathgar.  
In theory, therefore, all City Centre bound traffic from the N81 will be directed, via Rathfarnham, northwards through Terenure Village. There will be at least twelve sets of traffic lights to navigate on this route, three intersections at busy junctions where traffic from Firhouse, Ballyroan/Knocklyon and Rathfarnham/Churchtown joins the flow, as well as the new signals to give priority to buses at various points.
2. The NTA proposal does not address how traffic from the N81 is to get to Rathgar, Rathmines, the canal area around Portobello and the Camden St area. These are significant commercial areas of the city which attract a lot of construction and business related traffic. At present, for example, there are huge developments along the canal, behind the Bleeding Horse Pub and where the former Garda offices were at Harcourt St.  
The most likely route for this traffic will be to proceed through the new Spawell junction. It will then turn left down Cypress Grove Road, continuing as far as the KCR where it will turn right down Terenure Rd. West through Terenure Village. At this point it will intersect with the city centre bound traffic from the N81 at the cross roads in Terenure. This should lead to some interesting prioritising.
3. The NTA proposal conveys the impression that all traffic is through-traffic which can be diverted, (at the new Spawell Junction, for example), minimising the impact of the bus gates proposed for

Templeogue Rd. and Kimmage. This completely ignores the fact that the Kimmage, Terenure, Rathmines, Rathgar and Templeogue areas are destinations in their own right with large shopping centres, sports grounds, many schools, cinemas, restaurants, industrial and construction sites, parks and places of worship. The traffic these activities generate will have to navigate the bus gates, bans on turns and proposed changes in traffic flows.

Based on these three points above we believe that the potential congestion on the proposed city centre route via Rathfarnham will result in traffic diverting through Templeogue and Terenure. Here it will join traffic trying to get to the Rathmines, Portobello, and canal area of the city. This will merge with the existing traffic that comes through Terenure from Crumlin, Walkinstown and beyond. These flows will be confronted with bus gates on Templeogue Rd. and the KCR and as the congestion increases rat-running will follow through the residential streets.

Terenure Rd. West already has traffic problems. It carries three bus routes, the S4, 74 and 15A, which we use frequently, and the NTA proposals will certainly ensure that any gains made in timing on other routes will be more than cancelled by the delays these routes will suffer. (It is interesting to note that there is no mention of these services in what we can find in the proposals.)

Those of us living in Terenure West are likely to be wrapped around by traffic from Fortfield Rd. to the KCR and down Terenure Rd. West effectively imprisoning us in our neighbourhood with increased pollution from slow moving traffic, increased levels of noise and safety concerns.

It is interesting to note that the NTA objectives are to improve public transport flows and the safety of pedestrians and cyclists. However:

- a) The proposals do not address the negative impact on the three existing bus services on Terenure Rd. West. What is the likely impact on the 15A, 74 and S4 routes from the increased traffic volumes on Terenure Rd. West and the potential congestion in Terenure Village?
- b) There is no consideration of the impact of the KCR bus gate on traffic flows through Terenure.
- c) While cyclists and pedestrians may feel safer on Templeogue Rd. the safety and wellbeing of those of us living within Terenure West will be significantly reduced and our ability to navigate using our own transport when necessary severely restricted.
- d) Delays on Templeogue Rd. are not significant and the gains estimated by the NTA are minimal. The signal control on Templeogue Rd has recently been activated improving the bus journey down towards Terenure village. Diverting city bound traffic at the Spawell junction to facilitate a bus corridor of a few hundred metres which will bring little gains seems excessive. The NTA emphasis seems to be on getting the buses through the neighbourhood quickly. What about diverting the buses through our area instead and enhancing our access to the services?

We would urge you to ask the NTA to reconsider the bus corridor on Templeogue. We suggest that their huge traffic engineering project is excessive and unnecessary. Integrated ticketing and the ninety minute fare has had a much bigger influence on the use of public transport than shaving a few seconds off the journey. The single route through Templeogue village for traffic from the N81 to the City Centre

and the Rathmines/Camden St. area is far more efficient and direct than the labyrinthine scheme they are proposing. The proposal will generate huge traffic congestion at points from Firhouse and Rathfarnham to Terenure Village. Traffic is said to 'flow' for a reason. It will seek points of least resistance and our neighbourhood is directly in the firing line.

Yours faithfully

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Seán Leake and Morina Carr