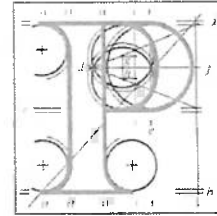


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Shauna & Ray Clarke & others
9 Olney Crescent
Co. Dublin

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

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Kevin McGettigan

From: Eimear Reilly
Sent: Friday 5 April 2024 13:14
To: Kevin McGettigan
Subject: FW: ABP 316272-23 Bus Connects. Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme
Attachments: Bus Connects Templeogue Rathfarnham further submission 27 March 2024.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

From: LAPS <laps@pleanala.ie>
Sent: Thursday, March 28, 2024 9:48 AM
To: Eimear Reilly <e.reilly@pleanala.ie>
Subject: FW: ABP 316272-23 Bus Connects. Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme

From: Ray Clarke [REDACTED]
Sent: Wednesday, March 27, 2024 11:05 PM
To: LAPS <laps@pleanala.ie>
Subject: ABP 316272-23 Bus Connects. Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme

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 see attached submission in relation to the NTA's submission of 20 December 2023.

Kind regards

Ray Clarke

An Bord Pleanála
Strategic Infrastructure Division
64 Marlborough Street
Dublin 1
D01 V902

Case number: ABP-316272-23

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

27 March 2024

On behalf of:

Shauna & Ray Clarke, 9 Olney Crescent
Louise O'Flanagan, 30 Olney Crescent
Mary & Frank Kelly, 5 Olney Grove
Sarah & Barry Dolan 16 Olney Crescent
Louise Molloy & Cathal Marley, 10 Olney Crescent
Aifric Morrissey, 24 Olney Crescent
Margaret Schmidt-Supprian, 6 Olney Grove
Aifric Jordan, 8 Olney Grove
Sandra Ganley, 4 Olney Crescent
Marion Hefferon & Joe Mottley, 7 Olney Grove
Marie & Andrew McLaughlin, 20 Olney Crescent
Sheila & Paddy Corcoran, 8 Olney Crescent
June Campbell, 28 Olney Crescent
Bridie & Frank Jennings, 11 Olney Crescent
Audrey Sellers & Stephen O'Connor, 7 Olney Crescent
Amanda & Jason Harewood, 34 Olney Crescent

Dear Sir/Madam

Thank you for your letter of 23 February 2024 and for giving us an opportunity to make a submission in relation to the NTA's submission of 20 December 2023.

The focus of our previous submission of 9 August 2023 was on the proposed bus gate at Olney Crescent/Grove, on the Templeogue Rd. We made a suggestion as to how the scheme could be improved by relocating that bus gate. We felt that our suggestion was sensible, measured and practical. Unfortunately, the NTA did not even consider our suggestion in its December submission.

While the NTA's submission referred to our submission (at para 3.253253 - page 740) and indicated that it dealt with our submission at Section 2.2.3, it did not in fact do so. At section 2.2.2 there is a list of 46 submissions in relation to the proposed scheme at Templeogue Road. Our submission is not on that list.

In the circumstances, we trust that An Bord Pleanala will now give the suggestion in our submission of 9 August 2023 due consideration.

We remain concerned, in particular, about the NTA's proposal to funnel traffic from one bus corridor (Templeogue) to another bus corridor (Rathfarnham). Much of that traffic will converge at the junction at Rathdown Park/Rathfarnham Rd/Bushy Park Rd. That junction is already a black spot.

We understand that the NTA may be of the view that the junction in question would be under less pressure under its proposals. In this regard it states the following in its submission at 3.185.2:

"Traffic volumes on these roads are considered to be sufficiently low to support the quiet street proposal and, in some cases, will see reduced traffic volumes as a result of the Proposed Scheme e.g. Rathdown Crescent / Drive as a result of the proposed turn bans."

We also note the NTA's proposed changes to the junction itself.

Notwithstanding the proposed changes to the junction, we apprehend that it will continue to be a problem area, with the situation exacerbated if the bus gate in question is not relocated.

The proposed location of the bus gate is likely to induce many cars to travel down Templeogue Rd as far as the bus gate and then use Olney as a turning point to double back and cut through Rathdown, ending up at the junction. This could be avoided if the bus gate was relocated as per our suggestion.

Our suggestion is that the bus gate be moved a short distance from Olney, further away from Terenure village. That would alleviate the pressure at the Rathdown/Rathfarnham/Bushy Park Rd junction and on the Rathfarnham bus corridor, without having any appreciable impact on buses on the Templeogue corridor.

Separately we remain of the view that the NTA's proposal that the bus gate operate from 6am to 8pm, 7 days a week is totally unnecessary. The NTA's submission states the following at 2.2.3.1:

"An analysis of existing traffic flow levels on the corridor do not show a significant reduction in traffic volumes through the day (relative to peak hours), and hence bus gate operation during the hours noted above is necessary to provide fast, reliable bus journey times for all services."

That is at odds with our actual experience. It is evident to us that the traffic flows are generally lighter outside peak hours.

Yours faithfully

Ray Clarke

Ray Clarke (on behalf of the above-named)