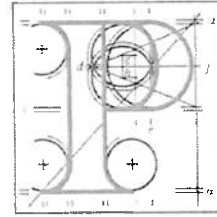


**Our Case Number:** ABP-316272-23



**An  
Bord  
Pleanála**

Terenure West Residents Association  
c/o Bevin Humphreys  
63 Parkmore Drive  
Terenure  
Dublin 6W  
D6WTA43

**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

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

## Kevin McGettigan

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**From:** Eimear Reilly  
**Sent:** Friday 5 April 2024 13:13  
**To:** Kevin McGettigan  
**Subject:** FW: Terenure Residents re: Response to NTA on Bus Connects  
**Attachments:** IMG-5857.jpg; IMG-5858.jpg; IMG-5859.jpg; IMG-5860.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

From: LAPS <laps@pleanala.ie>  
Sent: Thursday, March 28, 2024 9:44 AM  
To: Eimear Reilly <e.reilly@pleanala.ie>  
Subject: FW: Terenure Residents re: Response to NTA on Bus Connects

-----Original Message-----

From: Terenure West Residents' Association [REDACTED]  
Sent: Wednesday, March 27, 2024 5:01 PM  
To: LAPS <laps@pleanala.ie>  
Subject: Terenure Residents re: Response to NTA on Bus Connects

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.

An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
laps@pleanala.ie

26 March 2024

Application 316272-23 Templeogue/Rathfarnham to City Centre

Dear Bord

This is a further submission as requested by you and related to our submission dated 11 August 2023 and the response by NTA of December 2023 (NTA Response).

We don't propose to repeat any assertion in our August 2023 submission, save as is necessary for this submission. This submission is largely focussed on the response from NTA.

**Extra traffic on Fortfield Road and in other local roads**

This is our key fear and if anything the response increases our fear. We note that in a submission made by Terenure and Templeogue Sustainable Community Association CLG, Professor Austin Smyth states that

*"It is my opinion that there is a significant risk that a substantial volume of traffic will divert from the corridor either at Spawell roundabout, which is the first opportunity inside the M50 or at the Templeogue Road, Fortfield Road junction, the last opportunity to avoid the bus gate" (page 80)*

He also notes *"the potential for redistribution of private vehicle traffics that currently uses Templeogue Road in a northbound direction to impact on residential areas bounded by Cypress Grove Road/Wainsfort Road Templeville Road/Fortfield Road/Terenure Road West" and a similar specific statement about freight vehicle traffic. (page 11)*

The above includes our area.

Professor Smyth has forty years experience in transport consultancy and research worldwide. While what he is saying is not good news for us, this is clear confirmation that our fears are justified.

We wholly reject what is said in the NTA Response on pages 64 to 66 asserting the absence of any line on a map for Fortfield Road as indicating no increased traffic. These maps are in any event self evidently wrong. It is simply not possible to have an increase in traffic on the part of Templeogue Road from Spawell to Cypress Grove Road and then a reduction on the three roads leading away from the junction at Cypress Grove Road. Further those maps also suggest that there is no change in traffic using Springfield Road, but somehow when that

traffic gets to its four way junction with Templeogue Road and Templeville Road, there is mysteriously a reduction in volume in every direction. NTA were asked during the process to justify these maps but refused to do so.

We made the point in our submission (at page 3) that the directional signs proposed to divert non local traffic before it gets to Fortfield Road were of no use. All we get in the NTA Response is a repetition of what we said. If we are to get the re-assurance we want, the signs directing traffic right to Firhouse at Spawell, to Butterfield at Templeogue Bridge and to Springfield at Templeville Road need to be mandatory, particularly for lorries and motorcycles. We think the assertion that after the last turn "only local traffic should be travelling eastwards on Templeogue Road" is simply wrong.

We remain of the view that a substantial bit of the up to 7,404 vehicles using Templeogue Road in 2019 (statistics way out of date due to NTA failures to provide up to date information) will divert into Fortfield rather than taking the prescribed right turns. This is not least because other features of the alternative routes, particularly other turn bans, make it nigh impossible to reach Terenure and Rathgar village areas and access to Rathmines is otherwise via Churchtown.

#### **The turn bans ex Fortfield**

We note that in response to our concerns about the turn bans affecting our access to our homes, NTA assert that this "may result in an inconvenience for those seeking to access business or residential premises on Lavarna Grove and Greenlea Road". This so called inconvenience also affects residents of Parkmore Drive, Lavarna Road and Greenlea Avenue, Drive, Grove and Park, an issue NTA fail to note, no doubt due to complete non-assessment of local geography. They have also wholly ignored our list of "institutions" affected by the ban at the end of page 4 of our letter.

We are then presented with an alternative route on page 172 of the NTA Response via Templeville Road, Wainsfort Road and Fortfield Road. This is described as a "suitable alternative route". This is material new information only introduced for the first time in the context of the response. We note other examples of such material new information only being introduced now and relating to Lower Rathmines and areas of Ranelagh. We are aware that our neighbours in Ranelagh are very concerned about this and few of any of them knew about it up to now. This alternative route proposal seems to be only a feature of corridors in our part of the city, so we are being treated differently from others.

We reckon this new route (to Greenlea) is in length Templeville Road (0.66k) Wainsfort Road (0.895k) Fortfield Road (0.22k). This adds about 1km to the existing journey. It ignores wholly the fact that there are frequently tailbacks on both Templeville Road and Wainsfort Road.

It also wholly fails to take account of the very dangerous right turn from Wainsfort Road to Fortfield Road. Again this latter issue did not seem relevant to this corridor until this material new piece of information appears. We would direct you (and ask you to read) in this regard to Appendix 11 of a submission made on the Kimmage corridor (317660 reference Brendan Heneghan) to which it is relevant.

We fail to see how on any proper use of English this could be described as a mere "inconvenience" or proposed as a "suitable alternative route". We think it is a massive inconvenience and that the suggested new route is completely unsuitable.

#### **The times of the turn ban**

We note that the turn ban is proposed to be 24/7 and that this according to the NTA Response is "preferred in order to provide road users with a road layout and network which is consistent at all times – and hence can be easily understood and safely used by car drivers, pedestrian and cyclists"

NTA applies this maxim very selectively. There are an array of time periods for bus gates to apply including ones already approved by the Bórd. On Kimmage Scheme, the application for a local (to us) junction at Aideen Avenue proposes to retain the existing no right turn sign which is 7.00am to 10.00am and we understand Monday to Friday. So there are many things not consistent at all times, but consistency is being prescribed for us.

We remain strongly of the view that any operation of these two turn bans should mirror at most in hours the bus gate on Templeogue Road.

#### **Enforcement**

We think that enforcement of measures is critical and that is indeed a very serious problem with existing bus lane infrastructure. It is disappointing that in an almost 800 page NTA Response less than one page (page 41) is dedicated to enforcement. We think this illustrated that NTA really don't care about enforcement. A competent body would have all this in place at this time rather than wishy washy aspirations under a plan stretching out to 2042. Enforcement is relevant for us if there are to be turn bans, although it would be our strong view that local residents need to be exempt when accessing their homes and that any measures should so provide.

#### **Park and Ride**

We note the concerns expressed by Professor Smyth (as quoted above) as to the use of areas immediately south of the bus gate as an "informal" park and ride. This would entail impacts on road safety risks and accumulation of additional parked vehicles. This is of great concern to residents of Fortfield Road in particular and is of concern given the number of schools in the area. It is shocking that this planning application did not include a proper park and ride at Spawell.

#### **The bus gate**

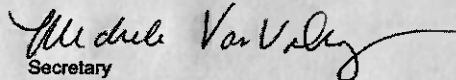
We remain strongly of the view that the bus gate at Templeogue Road should be omitted and that the existing bus priority lights (which we fully support) are adequate to achieve bus priority. We note again that the time saving here is a maximum of 1.6 minutes reducing to 0.7 minutes assuming all of the time saving from Spawell to Terenure Village is bus gate derived. Nothing has been said in the NTA Response to explain why the priority lights are not adequate and indeed NTA have not even apologized to the Bórd for misleading them as

to their existence. All of our problems would largely go away if the bus gate was eliminated. A poor substitute would be a much more rigid time limitation for bus gates.

**The unfair double fee**

NTA could at least have offered to refund the double fees they have caused for us by separating out the Templeogue Rathfarnham and Kimmage schemes.

For Terenure West Residents Association

  
Secretary

(note change in office holder since our submission)

c/o 11 Greenlea Park, Dublin 6W