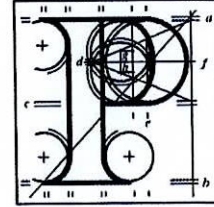


Our Case Number: ABP-316828-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Linda Patton
6 Rathdown Court
Terenure
Dublin 6W
D6WH210

Date: 14 July 2023

Re: Tallaght/Clondalkin to City Centre BusConnect Core Bus Corridor Scheme.
Tallaght/Clondalkin to Dublin City.

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 accept this letter as a receipt for the fee of €50 that you have paid.

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. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. 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.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

HA02A

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1890 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



An Bord Pleanála

SID Online Observation

Online Reference
SID-OBS-000939

Online Observation Details

Contact Name
Linda Patton

Lodgement Date
03/07/2023 14:27:12

Case Number / Description
316828

Payment Details

Payment Method
Online Payment

Cardholder Name
Linda Patton

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

Reason for Refund

Documents Returned to Observer

Yes No

Request Emailed to Senior Executive Officer for Approval

Yes No

Signed

EO

Date

Finance Section

Payment Reference

ch_3NPmmZB1CW0EN5FC189c1LrW

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date

To: An Bord Pleanála

Re: Submission on Tallaght/Clondalkin to City Centre Core Bus Corridor Scheme

Bord Pleanála Case reference: HA29N.316828

Deadline for submissions 4/7/23

From: Linda Patton, 6 Rathdown Court, Terenure, Dublin 6W, D6W H210

Date: 3/7/23

Please acknowledge receipt of this submission by email to [REDACTED]

This proposed project, when considered in combination with the Templeogue/Rathfarnham Scheme and the Kimmage Scheme, would pose a significant impact on local village communities such as Terenure and on local businesses. These in combination/cumulative impacts have not been assessed.

There has been no attempt made to research the routes used by local residents in Terenure when going about their lives. Roads that I use that will be impacted by this proposed project include Greenhills Road, the Walkinstown Roundabout and Walkinstown Avenue. I use Greenhills Road weekly to access Dunnes Stores in Kilnamanagh. I also use Greenhills Road to access Power City, Chadwicks, T C Matthews and the Ballymount recycling facility, and to get to shops along Belgard road such as B&Q. I use Walkinstown Avenue to access Mooneys Hyundai to get my car serviced.

The whole idea of bus connects seems to be aimed at dealing with rush hour traffic. Rush hour traffic consists of people coming and going to work and schools. The proposed bus routes however take no account of the many residents whose lives will continue outside of rush hour, and who will be adversely impacted by proposals such as bus gates, one way streets, loss of access to streets, loss of certain bus routes, loss of cross city (north to south) buses, extra traffic on certain roads, and restrictions on car parking on roads, when going about their normal business outside of rush hour and at weekends.

If the primary purpose of bus connects is for commuters, then surely restrictions on local roads and bus gates should be at peak times only, in order to minimise impacts on local residents and businesses. In order to maintain communities and local businesses, bus gates and restrictions on turns into residential streets should only operate at peak times to allow residents free movement outside of rush hour. At present certain bus lanes in the city centre do not operate 24 hours a day 7 days a week and it is unclear why this approach cannot be adopted everywhere. To reduce the impact on local residents and businesses any restrictions such as bus gates and restricted turns should be restricted to peak times only and should not be in place 24 hours a day 7 days a week.

It is unrealistic to think that a person will be able to carry their weekly grocery shop, or heavy cans of paint and other hardware objects, on a bicycle or bus, or indeed to be able to make all their medical and other journeys by public transport. Therefore residents will still need to make car journeys. While many items can be ordered online not everyone will wish, or be able, to order online, and many items need to be seen before purchase or cannot be ordered

online. Due to proposed restrictions, residents, and others making journeys which cannot be done by public transport, may spend more time driving around circuitous routes which is not environmentally friendly.

Should local businesses become unviable as a result of these proposals, or in combination with other bus connects projects, and close down, then residents will have to travel further which goes against the notion of shopping locally and sustainability. The emphasis should be on maintaining communities such as Terenure along with their nearby services in the interest of the proper planning and sustainable development of a community.

Travel to school appears to contribute to a lot of traffic at rush hour as traffic moves significantly more freely during school holidays. Apart from cycle lanes there seem to be no proposals to address this issue, such as the provision of more school buses.

The bus connects project was carried out before the pandemic and under the Transport Strategy for the Greater Dublin Area 2016-2035. This strategy has since been amended and now covers the years 2022-2042. Since the pandemic many people now work from home. It seems likely that in future a sizeable proportion of these people will continue to work from home and that virtual meetings will be held rather than travelling. Therefore new traffic modelling needs to be carried out, and in particular integrated modelling needs to be carried out taking into account in combination effects of all the routes. The bus connects programme should therefore be paused until the future demand for public transport and the full impact on traffic of all the proposed routes is clearer. Such modelling should include outside rush hours and at weekends.

There was an issue surrounding the timing and deadline of the last round of public consultation in the midst of a pandemic, and the use of online consultation only. It is unlikely that the consultation fulfilled the obligations of the Aarhus Convention.

When assessing the Bus Connects projects, An Bord Pleanála should assess the impacts of all the routes and the proposed park and rides as one project, so it cannot be construed as project splitting. Such an assessment should include the cumulative impacts on local communities and businesses. In addition the cumulative impact on the environment, in particular on biodiversity, including the total loss of trees from all the bus corridor projects, and the impact on species such as bats, should be assessed. Bats are protected under the Wildlife Acts and the Habitats Directive.

An Bord Pleanála should consider holding an oral hearing on the complete scheme of all routes and associated park and rides.