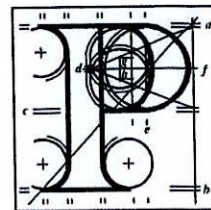


Our Case Number: ABP-316828-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Recorder's Resident's Association
c/o Pauline Foster
39 Whitehall Road
Terenure
Dublin 12

Date: 19 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

Tell
Glaos Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel (01) 858 8100
LoCall 1890 275 175
Fax (01) 872 2684
Website www.pleanala.ie
Email bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



An Bord Pleanála

SID Online Observation

Online Reference
SID-OBS-000958

Online Observation Details

Contact Name
Pauline Foster

Lodgement Date
04/07/2023 15:54:28

Case Number / Description
316828

Payment Details

Payment Method
Online Payment

Cardholder Name
Pauline Foster

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_3NQAcab1CW0EN5FC1d8WEYOV

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

RECORDER'S RESIDENT'S ASSOCIATION
[Representing Whitehall Road, Gardens, Park, Close, Glendale Park & Priory Walk, Way & Hall.]
39 Whitehall Road,
Terenure,
Dublin 12.

The Secretary,
An Bord Pleanála,
Marlborough Street,
Dublin 1.

RECORDER'S RESIDENT'S ASSOCIATION
STRATEGIC INFRASTRUCTURAL DEVELOPMENT.
An Bord Pleanála REF: 316828 - Tallaght Clondalkin BusConnects.
SUBMISSION RE D CORRIDOR 4TH JULY 2023.

Dear Sir/Madam,

We wish to make the following observations on the 'D' Corridor 9.

Observation 1. In light of the following, we wish to register our objection as to how this consultation period has been carried out by the NTA. It falls very short of being called a democratic process.

It would be remiss of me if I were not to write here, on behalf of our residents, how excluded they feel from the consultation process which has taken place on BusConnects. One has to wonder if there has been compliance with the Aarhus Convention.

Three Corridors will impact on our neighbourhood – D, F and A.

- With the exception of one week, Round 2 was carried out within a Level 5 Covid Lock-down period.
- It was carried out for the most part On-Line.
- Many people were excluded due to the lack of IT Skills.
- No information books were printed or distributed at Public Meetings, for this final phase - NTA's Planning Applications to An Bord Pleanála.
- Corridor by corridor applications could be seen as a financial deterrent to Public Participation.
- This Residents Association hosted a Zoom Information Meeting. However, many who wished to take part were unable to do so due to a lack of IT skills or in some cases lack of a device on which to receive information. Suffice it to say that, also included the CBC Website.

It is therefore patently obvious that many people were not able to follow NTA's instruction, "to read your discussion document". They were not able to, "go to the Website" and it is highly likely most will not, "respond" because of this.

Observation 2: Incomplete Planning Application.

The current planning application by the NTA, for the D Corridor finishes in 'mid-air' at Christchurch. There is no reference to how it completes the journey to the City Centre or indeed to the North Side. No doubt the original route via Dame Street is now questionable due to DCC's plan to pedestrianise both College Green and Dame St.

If I were to put in a planning application to build a house and omitted the roof it would likely be refused. Similarly, until the final section of this corridor is decided by NTA this Planning Application should not be decided but should have a request for Additional Information applied to it.

Observation 3: The cumulative effect of displaced General Traffic from three Corridors into a significantly small space/area – outlined below:

Issues Arising Out Of Corridor 11 Proposals:

The 'F' Route: Whilst it is not yet gone to Bord Pleanála the Corridor 11 will bring about the Closure of Lr. Kimmage Road 24/7 to General traffic from Ravensdale to Harold's Cross.

Immediate impact:

Displaced traffic, in the region of 7,000 vehicles a day will have to be accommodated on the parallel road - Stannaway Road.

Issues Arising out of Corridors 10 & 12 Proposals:

The 'A' Route: The closure of the Templeogue Road 24/7 and the displacement of some 7,000 vehicles a day.

The Closure of Rathmines Road 24/7 at St. Mary's College and displacement of some 9,000 vehicles a day:

Immediate Impact:

- The cumulative effect of displaced traffic, in the region of 7,000 vehicles a day from the Templeogue Road seeking an alternative route.
- Local displaced traffic seeking a route to a Canal Bridge crossing - due here to a combination of the Rathmines Road closure *and* the Lr. Kimmage Road closure.
- Portobello Bridge will no longer be an option.
- Harold's Cross Bridge, although possible, will be much more inaccessible.
- Traffic diverting from the N81 at Spawell in order to find a less constricted route ahead.
- Diversions and road closures along Kildare & Clogher Road will add further to the 'pressure cooker' effect in the confined area between the Crumlin Road and the Lr. Kimmage Road.

Thus, Wellington Lane to Whitehall Road and Rockfield Avenue become the main route to, Stannaway Road which becomes the obvious option; with Sally's Bridge being the most direct way of crossing the Canal.

Whitehall Road East already has in excess of 1000 vehicles per hour, and is set to become a busier thoroughfare than the Templeogue or Lr. Kimmage Road, due to the re-routing of the 150 (F2) down Whitehall Road East as opposed to Whitehall Road West, its current route. All this coupled with the proposed double cycle lane.

Car/Van Journeys -Ex Whitehall Road to *anywhere* will now create a need to find an alternative route for almost every *essential* car/van journey. All of these journeys will entail a substantial increase in mileage/fuel. Many will be taken on the Orbital Routes, since no other options remains.

Dublin 12 is an area of self-employed business people. They need to use commercial vehicles in order to carry out their work.

**Observation 4: 'Imbalance relating to The Common Good'
The need for consideration for all:**

We perceive many difficulties for our area, in relation to the current proposals put forward by the NTA. These proposals take into consideration the needs of 13.6% of the population of Dublin, whilst seemingly ignoring the needs of 50.4%. Car/van journeys are essential for myriad reasons and therefore need to be taken into account. The current plans, by dint of these proposals, discriminate against our need within this area for those car/van journeys.

We totally acknowledge and fully support the need for Climate Action and the need to get more people to use public transport. The only means of Public Transport available to South West Dublin is buses.

We question the ability of Buses to be able to existing demand *and* the growth requirement.

We are also aware that car usage is only set to diminish by 1.5% in the period to 2042.

We refer to some commuting statistics from the 2016 Census which are the latest figures available to us:

On Foot 13.2%

Bicycle 7.6%

Motor Bike 0.8%

Not stated 6.4%

Train, Dart, Luas 7.9%

Bus 13.6%

Motor Car Drivers 44.6%

Motor Car Passengers 2.7%

Lorry/Van 3.1%

Road Space (cars/Lorry/Van) needed by = 50.4%

Observation 5.

We feel that it is imperative to consider all three corridors together. *Accurate predictions* for this increase in general traffic on all these roads needs to be published.

It should be born in mind that we do what City suburban people do, i.e., we move in many directions within our area. We do not just go 'IN' and 'OUT' of the City. All our journeys take us different directions.

The NTA aspirations for speed will not make a significant difference. The increase in bus usage will not be enough.

General Observations:

Greenhills Road:

By and large the issues for commuters from our area to work, hospital, shopping via the Greenhills Road have now been well addressed. Access by bus to Lidl is somewhat compromised due to the long walk to the bus stop on Calmount Road.

The Walkinstown Roundabout – reduction from 3 to 2 lanes is likely to cause much queuing of traffic on all approach roads.

We note throughout, that all the Corridors' bus-stops have been moved much further apart.

- We have issue with this. Buses are there because people want an alternative to walking. There will be many reasons for this, not least age or disability.

Bus-stop points evolved because it was where people were gathered together or, needed to be picked up from, to save having to walk. The words Bus '*Service*' is the key word here.

It would appear, therefore, that speed of progress of the bus is the NTA's priority, **not** the needs of the passengers.

Point in question: No stop at Garda Station outbound in Rathmines: Inconvenient for those who shop in Rathmines upper, particularly the elderly, as they have a long trudge uphill to the Rathgar Road carrying shopping bags! It is also inconvenient for those making a transfer from the S2 Route.

Everywhere along the 9. 10. 11 and 12 corridors the same problem exists. As local people we use all of these corridors, perhaps not on a daily basis, but suffice to say - frequently. More thought needs to go into this aspect.

Carbon Emissions:

Up to this point in our submission we have not talked about the carbon emission increases that we expect *on each and every one of the roads discussed within our comments.*

Every road within this 3 to 4 mile 'square' within the corridors 9. 10. 11. And 12 will have hugely increased queuing, with the resultant extra carbon emissions and negative health implications. More fuel/electricity will need to be purchased to cover the extra mileage that will result from all the road closures and diversions.

This will be contrary to the Carbon Emissions Reduction Policy by Government.

In conclusion:

The amount of in-fill development that has, and is still happening in the area served by corridors 9. 10. 11. and 12, is vast – Mt. Argus, Greyhound Stadium. St. Clare's. Kimmage Manor. Pius X. St. Pauls. Columba's. Cosgrove Estate. The list is endless.

The current proposals would need to at least double bus usage to make a real difference.

In order to provide sufficient buses to carry double the number of passengers we would end up with Public Transport Congestion!

We have major concerns for our futures living on Whitehall Road East due to the backlash of the restrictions, which, in order to make the corridors work, seem to be the 'be-all and end-all' as far as the NTA is concerned.

Corridors are being looked at in isolation. This is wrong. We live in the middle of 4 corridors.

We *want* to see Climate Action being taken. We *want* to see bus usage greatly improve. But as citizens we also have a democratic right to be able to move around our city in a reasonable way. We don't just pass through here, others do – *we live here*. Three minutes knocked off a bus journey for the sake of the destruction of, not only our environment, but also the quality of our lives is highly questionable.

There may be a need for some bus-gates in the early morning rush hour in one direction but living in the area tells you there is no need for them *throughout the day*, throughout *the night* or, throughout *school holiday time*. Cracking a nut with a sledge-hammer springs to mind!

We have great reservations about the computer modelling system's ability to calculate, with any sort of accuracy, the effect that the concentration of *so many* road closures, right turn bans, diversions, slip road closures, reduction in lanes approaching roundabouts, deletion of roundabouts to signal control etc., will have on our relatively small area.

But now it's time to face reality - We are well past the point where we need a Metro in this area.

As a leading member of the Metro South West Group my in-depth studies of the transport system of Dublin South West have been quite extensive.

We conclude this submission by asking that the Feasibility Study on the particular area **which we have requested** be carried out and evaluated before the Corridor destruction happens.

Whilst we await decisions re the Corridors the preparation work for extensions to Metro can be progressed, in readiness for future demand.

Two suggestions:

We show below an announcement from the Local Newspaper – the introduction of 3 routes that will make an enormous difference. We believe this is the way forward – more connectivity like this from Townland to Townland *around* the suburbs.

and

Re-evaluate the need for 24/7 road closures.

Yours faithfully,

Pauline Foster.

Chairman.

Recorders Residents Association.

Your bus network is growing

Giving you access to three routes across Dublin and Kilbarrack from June 25.

Route W4 connects The Square Tallaght with Liffey Valley Shopping Centre and Blanchardstown Shopping Centre.

Route W61 connects Maynooth Community College with Hazelhatch Station through Celbridge.

Route W62 connects Newcastle with The Square Tallaght through Saggart and Citywest.

Scan the code for more information or visit transportforireland.ie

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