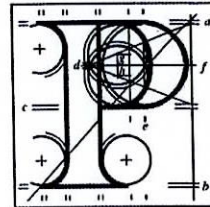


Our Case Number: ABP-316828-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Senator Mary Seery Kearney
Seanad Éireann
Leinster House
Kildare Street
Dublin 2

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

Tel	Tel	(01) 858 8100
Glaó 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-000965

Online Observation Details

Contact Name Mary Seery-Kearney	Lodgement Date 04/07/2023 17:25:36	Case Number / Description 361828
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Payment Details

Payment Method Online Payment	Cardholder Name Mary Seery-Kearney	Payment Amount €50.00
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Fee Refund Requisition

Please Arrange a Refund of Fee of € <input type="text"/>	Lodgement No LDG— <input type="text"/>
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Reason for Refund

Documents Returned to Observer <input type="checkbox"/> Yes <input type="checkbox"/> No	Request Emailed to Senior Executive Officer for Approval <input type="checkbox"/> Yes <input type="checkbox"/> No
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Signed <input type="text"/> EO	Date <input type="text"/>
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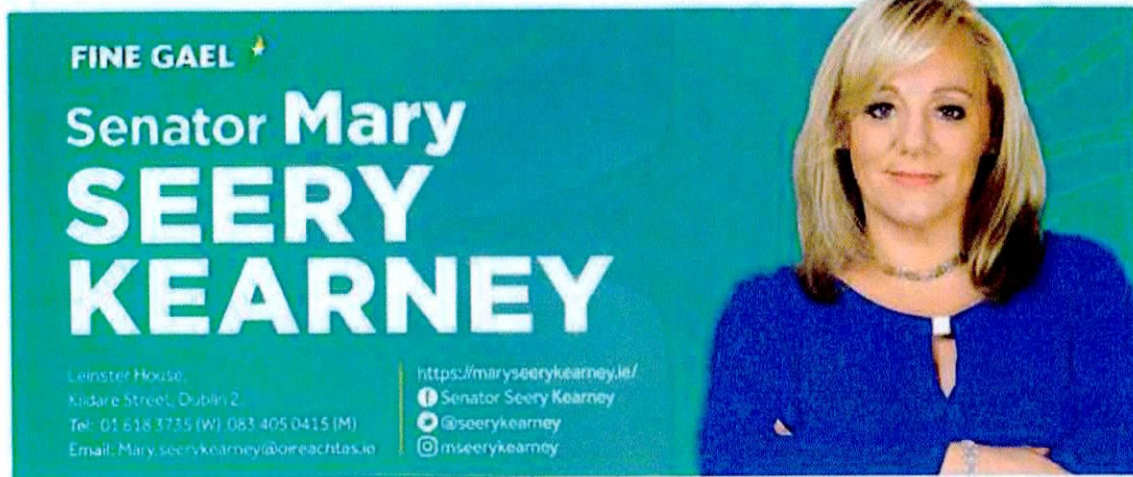
Finance Section

Payment Reference ch_3NQC2mB1CW0EN5FC02ls9mQh <input type="text"/>	Checked Against Fee Income Online <input type="text"/> EO/AA (Accounts Section)
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Amount € <input type="text"/>	Refund Date <input type="text"/>
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Authorised By (1) <input type="text"/> SEO (Finance)	Authorised By (2) <input type="text"/> Chief Officer/Director of Corporate Affairs/SAO/Board Member
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Date <input type="text"/>	Date <input type="text"/>
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Seanad Eireann

Leinster House

Kildare Street

Dublin 2

26 Templeville Road

Templeogue

Dublin 6W

Member: Templeville and
Fortfield Residents
Association

Tel: 01 618 3735/0834050415

SUBMISSION RE TALLAGHT CLONDALKIN CORRIDOR REF 316828-23

This is a submission re the proposed Tallaght Clondalkin corridor. I am confining my contribution to that area of this corridor that occurs in Greenhills/Crumlin.

An eight week window to make a submission on a planning application that exceeds 5,000 pages is not sufficient for ordinary people, I do not believe that public consultation is sufficient and in fact it is prejudicial.

A considerable amount of tax payers money is proposed to be spent on the bus corridor. To justify this spend the objectives of (1) the provision of an enhanced public transport system and cycling infrastructure as well as (2) whether modal change is being achieved need to be measured. If both of these are not being adequately provided for, then planning permission must be refused.

- 1. Is an enhanced public transport service and cycling infrastructure arising from the plans as presented?**

The short answer is that no extra buses are being provided to this corridor.

The community at the heart of Crumlin within this plan are having their connectivity and access to public transport in fact curtailed under the plans.

The only benefit is to strip an extremely short length of time off the journey time, it is a disproportionate benefit when compared to cost.

I do not agree that an enhanced public transport system therefore is being provided.

I do concede that cycling infrastructure appears to be greatly enhanced, this is necessary and welcome.

2. Will the plan deliver modal change?

This plan cannot be viewed in isolation of the Templeogue/Rathfarnham to city centre corridor nor the Kimmage Corridor. The impact of all three corridors must be looked at in unison. At the time of writing the Kimmage Corridor details have not been published and so it is impossible to consider the full impact of the Tallaght/Clondalkin corridor without having sight of the Kimmage one. The impact of bus gates on Templeogue Road and Lower Kimmage Road in particular needs careful consideration.

I am astonished at the inadequacy of the modelling carried out to demonstrate the impact on traffic flow for the confluence of corridors. Modelling only caters for peak hours and not the entirety of the usage. Information from traffic modelling across the various corridors is inconsistent and unreliable. Running it for peak morning times is wholly inadequate when there are 24/7 or 6am-8pm stoppages across bus gates. No decision can be made on such inadequate information. Thorough modelling is necessary and vital information for fully informed public engagement and I believe will undermine the adherence to Aarhus. The traffic modelling that has been carried demonstrates a concentration of displaced traffic into local roads in between this corridor and the Kimmage corridor. The suitability of those local roads to take that traffic should be a factor for consideration.

Roads such as Dromore Road in Drimnagh are going to have a very significant increase in traffic during the morning peak time and roads such as Balfe Road and Harty Avenue in Walkinstown are projected to have more than 100 cars on them during that same time.

What of the environmental impact of additional cars in such concentrated areas. What of the safety of pedestrians. What of the traffic noise to local residents. For an objective that is supposed to be reducing carbon emissions and facilitating modal change it fails miserably.

The plan is based on the premise that all journeys are going into the city centre – the fact is that they are not. Residents have cross journeys to creches, schools, hospitals and work.

There is no cross community bus service. A lot of car journeys are across routes and no bus route is going to accommodate that. Most of the shopping centres in the area of Perrystown/Templeogue/Rathfarnham necessitate car journeys, yet access is now being inhibited.

Residents will be obliged to go into town to change buses to make their journeys. Those with mobility impairments won't do that, those with multiple drop offs won't do that. Having been prevented from utilising traditional conduits to traverse the communities they will be filtered into this very route causing congestion. The changes in the whole are going to result in more car journeys not less of them.

No consideration was given to individuals who are reliant upon cars due to mobility issues. Buses even the new electric buses planned to be rolled out have very limited capacity for wheelchair users or others with limited mobility. This will mean that no modal change will be delivered in this regard.

I do not believe that modal change will result from these plans and in that regard the objectives, aside from provision of safer secure cycling infrastructure, is not met.