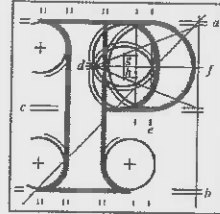


Our Case Number: ABP-314942-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Terence Clement Shaw
1-2 Saint Fintans Terrace
Palmerstown Village
Dublin 20
D20 DH61

Date: 10th February 2023

Re: BusConnects Lucan to City Centre Core Bus Corridor Scheme
Lucan to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission (including your fee of €50) 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 meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Doina Chiforescu
Executive Officer
Direct Line: 01-8737133

HA02

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



1-2 Saint Fintans Terrace
Palmerstown Village
Dublin 20
D20 DH61



10th January 2023

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

AN BORD PLEANÁLA	
LDG-	<u>060383-23</u>
ABP-	
11 JAN 2023	
Fee: €	<u>50</u> Type: <u>Cas L</u>
Time:	<u>13.15</u> By: <u>Land</u>

Dear Sir / Madam,

Ref: Bus Connect Lucan to Dublin City Centre Corridor

I wish to make the following observations and enclose the necessary fee of €50.00.

My concern is not just focused on my family business, which has run a highly successful fuel depot and tree felling service from this address since 1959. I also have grave concerns for my neighbours throughout the Village area in relation to safety and the erosion of quality of life, due to the unnecessary introduction of a bus route and cycle lane(s).

All of the changes proposed to the stretch of the R148 from the Oval/Applegreen junction to the M50 interchange combined, will have a detrimental effect on all road users not only accessing homes within Palmerstown (both sides of the R148), but also all traffic from the west i.e. Lucan, Adamstown, Leixlip, Celbridge and Maynooth, all with growing populations, both residential and commercial.

The single westbound carriage from the Kennelsfort Road junction to the M50, to facilitate a bus lane, will result in this stretch of road in essence becoming a car park, and back towards the junction. Two lanes merging into one, yards away from the traffic lights and so close to the on ramps (north and south bound) of the M50 will without doubt cause collisions. Back in 2015 a report by the TII stated that some 85,000 a day used this road, this will have increased greatly since then. The impact that this proposal will have on exiting traffic from the Village looking to travel westbound, especially long 40ft commercial vehicles, is unmeasurable. No traffic survey was included in the submission proposal by Bus Connect / NTA.

The closure of the left turn to Dublin (eastbound) at Lower Kennelsfort from the Village, reducing the means of existing the Village from 2 to 1, will result in more traffic using the Oval / Applegreen junction, which if the bus route proposal is progressed will also be featuring inbound and outbound bus trips. All residential and service vehicles from the Palmers Gate development will also be using this junction, as all traffic movements private and commercial from this development will have to turn left into the Village from Lower Kennelsfort Road, as no right turn will be permissible. Furthermore, given that the details are so vague on the left turn into The Oval westbound from Dublin, if a directional forward only traffic light is placed at this point then traffic to the main estate of Palmerstown (where over 95% of the population reside) will be pushed either up Upper Kennelsfort Road or through the Village to cross back over at the Oval / Applegreen junction. The current right hand inbound lane at the traffic lights off the R148 into the Village is already at capacity at peak travel times. This can result in delays to the right-hand lane of the carriage way for drivers wishing to travel westbound as their route is blocked until the lane clears into the Village.

Given that the traffic movements will increase over the coming years in the Village, due to planning being granted for a large hotel, an apartment complex containing 250 apartments (nearly complete) and a new Indian Church (other permissions are pending), putting unnecessary bus movements through the village will only add to the congestion, especially at peak travel times. Palmerstown is well served by the buses on the R148 already.

The current road layout below, which operates based on a legal binding agreement with SDCC facilitates the movements of all the commercial vehicles from my business yard out into the traffic flow either onto the R148 or the Old Lucan Road. The vehicles park up temporality in the layby, while the gates open on their inbound and outbound journeys, as not to impede on any outgoing traffic from the Village.



Removal of same would mean that these commercial vehicles would have to travel and park over a public footpath and part of the incoming bus lane! What would happen if a bus was inbound at the same time? Would there be sufficient clearance off the R148 for the bus to stop safely? Footpath users would be very vulnerable during these times!

The proposed footpath is in breach of the existing agreement with SDCC.

When possible, I plan all trips out of the yard to keep commercial vehicle movements to a minimum within the Village road network, especially during peak travel times.

I have profound concerns about the safety aspect of introducing an incoming bus lane into the Village at this point and the associated work involved.

It should also be noted that all residents of Saint Fintan's Terrace also access these gates to gain entry to their garages, which are located to the rear of their properties.

I do not see any supporting information in the documentation supplied supporting the technical aspects of how this 90-degree left hand turn will be made, safely. The carriage way at this point is also very tight – incoming bus would access the outbound lane. Incoming buses would be delayed at peak time meeting outbound traffic from the area. See picture two.



Photo taken Monday, 14th December at 3.11pm, highlight my concern.



I also pay for several parking permits for the Old Lucan Road, so that we can park our private vehicles (family & staff) on the roadside, which we use for short periods of time during the day. I understand that these car spaces on the northside of the Old Lucan Road, will be removed to make way for a 2-lane cycle way - which is totally uncalled for, given the low level of usage by cyclists.

The revised parking arrangement for Red Cow Cottages and Woodfarm Cottages in the current pay and display area, will be a danger to all road users, as drivers will have to reverse out of these spaces. 40ft trucks exiting Mill Lane will not have sufficient clearance to make a left turn.

The introduction of a Tucson crossing on the R148, near the current overhead pedestrian bridge, adjacent to the Kennelsfort Road / Village Junction is of grave concern given the number of incidents which occur at these traffic lights. Vehicles on a daily basis break the green right filter light into the Village, westbound from Dublin. In December 2022 we had 3 accidents involving cars hitting the traffic lights at this junction. Any accidents at this junction has a dramatic effect on the Village on traffic movements, as this is the only entry point.

The proposed road changes, on the R148 to accommodate a bus route into Palmerstown Village (not requested by Palmerstown Residents), or indeed the removal of all on street parking to accommodate a 2 lane cycle route, for a very small number of cyclist versus the impact on residents who live in the area twenty four seven cannot be justified in the name of progress.

I am sure the other businesses within the Village would share my concerns.

Yours faithfully

A handwritten signature in blue ink that reads "Terence Clement Shaw". The signature is written in a cursive style and is underlined.

Terence Clement Shaw