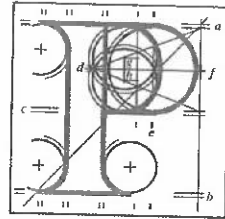


Our Case Number: ABP-314942-22



An
Bord
Pleanála

Aisling Curley
Palmerstown
Dublin 20
D20 A310

Date: 8th February 2023

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

Dear 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 mean time, 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

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

1912



09 JAN 2023

Observation on Lucan To City Centre Bus Corridor Scheme

Dr Aisling Curley; D20A310 [REDACTED]

LTR DATED	FROM
LDG- 060912-25	
APP- 314962-22	

Observations relate to the impact on Palmerstown from the proposed changes of this scheme.

- **The proposed changing of the route of the 26 (80), which will send the bus through Palmerstown village down the Old Lucan road, rather than continuing along the dual carriageway (R148) as it currently does, will not benefit the majority of the population of Palmerstown and appears to require significant construction work and expense.** The current bus route layout appears to serve Palmerstown residents very well.
 - No one seems to be aware of anyone requesting the change, and there does not seem to be any advantage to Palmerstown residents or in relation to climate goals (mentioned because this appears to be one of the overall goals of the proposed changes).
 - Unnecessary construction of new lanes for roads, relocations of crossing, amending paths and parking spaces, new bus shelters etc. would appear to be costly in terms of use of resources and there does not appear to be any calculation of cost/benefit analysis of these changes in terms of climate goals – if there is a foreseen net environmental benefit, how long a period is required to offset these costs?
 - Bus stops will be further away for a significant number of residents south of the R148 (more than population of the village area) and require more roads to be crossed for a significant population of Palmerstown, (including a lot of older people)
 - **The removal of the bus stop at Palmerstown Drive (by the Circle K garage), will disadvantage a significant number of older residents in Palmerstown who live on Palmerstown Drive, Culmore Road, and the Glenaulin area etc.**
 - They will have further to walk when they are making return journeys on buses from town.
 - The bus stop is also currently used by some senior citizens to go to the supermarket and post office in Palmerstown and to Liffey Valley. The proposed location of the new bus stop in the village will be significantly further away and require the crossing of at least 2 busy roads.
 - The proposed moving of the bus stop from the Apple Green service station also requires additional crossing of roads for residents of the south Palmerstown area.
 - The bus service for Palmerstown has significantly improved over the past few years, with residents benefitting from being able to get the C-spine buses (to a wider choice of locations all via the city centre) and/or a more frequent and reliable 26 (since it goes to Liffey Valley). However, some buses going towards the city centre still go through Palmerstown full and so don't

- stop, and at certain times of the day, there will be standing room only. This stress is alleviated by all buses being available to stop in Palmerstown at each bus stop on the dual carriage way. The proposed plan splits this availability of buses for Palmerstown residents: We will have to choose to wait at a bus stop to try to catch a C-spine bus or in the Village for the 26 (80) bus. Both options are further away from the Drive, Culmore and Glenaulin etc. Generally, the current preference is to get a C-spine bus as the journey time is shorter as it has a more direct route to town, however if a person cannot get on a C-spine bus they have the 26 as a back-up, however with the new location of the 26(80) bus stop this option disappears. When the new high density development in Palmerstown is populated there will be more pressure on all bus routes so there may be no guarantee that people from the 2nd stop in the village or the 2nd stop on the dual carriage way will be able to get on a bus.
- **If one of the purposes of the Lucan scheme is to encourage people to use buses the rerouting of the 26(80) bus and the changes to the locations of bus stops that are being made as a result of this, will be a disincentive to use buses, rather than an encouragement.**
 - **Detrimental Impact on the Free-flow of Traffic**
 - The removal of a filter left lane from the dual carriage(R148) way to (inbound) and from (outbound) the Oval will lead to increased gridlock and delays particularly at school drop off and collection times, and delayed flow of traffic from town.
 - Cars trying to get off the R148 at the Oval exit will hold up traffic in the centre lane as they wait on a traffic light sequence which will provide priority to buses. Perhaps the plan is to make traffic on the road even worse than it already is, and perhaps this is supposed to incentivise increased use of public transport, but for many people who commute from homes and/or to workplaces not adequately serviced by public transport, it will just increase stress and reduce their quality of life and free time.
 - **The removal of the filter lanes also makes negotiating these turns more likely to increase accidents.** This is without even considering the moving of the pedestrian crossing to be just after a left turn onto the R148.
 - **Detrimental impact on Red Cow Cottages (protected structures) and unfair to residents in that location.** The Red Cow Cottages are protected structures, but the plan proposes placing a bus shelter in front of them. This will detract from this lovely location. It also seems a little unfair to residents in that area to have a bus shelter suddenly positioned in front of their houses. This is likely to result in the residents experiencing increased anti-social behaviour as certain people congregate around bus shelters. It could also reduce the value of the cottages.
 - Removal of parking along one entire side of the Old Lucan road, is going to create problems when there are funerals or church events. It will also disadvantage less mobile elderly people who visit the Coach House Café and Craft Shop (run by Stewarts Hospital). *[After suffering several strokes, my late mother loved going there*

for an outing, but this was only possible because whoever was bringing her could park very near the café].

My apologies for the lengthy communication, I'm unable to spend more time making it more succinct.

