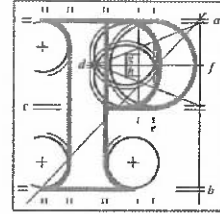


Our Case Number: ABP-314942-22

Planning Authority Reference Number:



An
Bord
Pleanála

Ailbhe Foy and Joseph Lee
7 The Covert
Woodfarm Acres
Palmerstown
Dublin 20

Date: 17 January 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

| | | |
|--------------------|---------|------------------|
| Teil | Tel | (01) 858 8100 |
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| | |
|----------------------|-----------------------|
| 64 Sráid Maoilbhríde | 64 Marlborough Street |
| Baile Átha Cliath 1 | Dublin 1 |
| D01 V902 | D01 V902 |

Lucan to City Centre Bus Corridor affecting Palmerstown (Lucan Scheme)

Planning Reasons and Arguments

Ailbhe Foy, Joseph Lee

7 The Covert,

Woodfarm Acres,

Palmerstown D. 20

D20X902

Changes at the oval

- Bus stop at Palmerstown Drive remove
 - Bus stop caters for large population of Palmerstown residents (Palmerstown Dr., Culmore Rd., Manor Rd., Wheatfield Rd. etc.). Removal of bus stop discourages people from these areas to use public transport from city centre amenities as return journey requires further walking distance home. Affects families, shoppers, workers, elderly community.
 - Removal of bus stop impacts access for children travelling from Chapelizod to school in Lucan. Introduction of the C spine routes have already limited the buses they can access but bus stop at the Drive provided an easily accessible transfer point. Removal and re-routing 80 through village results in additional travel times, distances and requires pedestrian crossing busy R148 for the next bus. (potential for parents to use car instead)
 - Planning does not make sufficiently clear why this bus stop should be removed. General local consensus is that this is a well-used and accessible bus stop which does not appear to unduly disrupt traffic flow at this point along the bus corridor.
 - Removal will impede sufficient, safe and integrated transport by limiting access to a local bus stop.
- Exiting Oval, filter left is removed. Can still exit left but no filter
- Pedestrian crossing moved from East to West side of junction (from Applegreen to behind Shaws)

Above points included together as one is directly impacted by the other

- As it is, the left filter light frees up traffic from local feeder roads. While overall objective is to reduce private commuter journeys unfortunately in an area that caters for 2 primary schools and a creche it is not feasible to imagine a vehicular free area at peak morning times. Report does not

sufficiently show environmental and safety impact of traffic build-up in the area.

- As Palmerstown is located near major roads such as N4 and M50 a lot of residents chose this area as they need to travel to/ from work. Even with improved bus transport a large number of residents drive commercial vehicles and vans and will continue to need to commute privately.
 - Relocation of pedestrian crossing to west side of junction disrupts the flow of traffic for left hand filter lane traffic exiting at the oval. The frequency with which these crossings are often used means number of vehicles able to turn left will be cut short as traffic will have to stop almost immediately after turning or be unable to get through turn due to build upon R148.
 - West side of junction more congested. Safety concerns for children, families, residents of Stewart's Hospital and surrounding community homes as they now must cross and travel on the more congested side of the junction and local roads.
 - Proposed planning will impede movement along bus corridors.
 - **Intention to reduce traffic to one lane for private vehicles on R148 will significantly increase traffic. As a feeder road for the N4 and M50 (connecting road for essentially all roads into and out of Co. Dublin) the suggestion that private vehicles will no longer have to travel this route as there is sufficient public transport does not tally with the purpose of these major roads.**
- Bus number 80(replacing 26) will enter and exit Palmerstown Village at Shaws
- Entering:
- Requires bus to move across 2 lanes of traffic in order to enter at Shaws raising traffic safety concerns and impeding movement along the core bus corridor.
 - Planning does not show sufficient cause for bus to enter (or exit) and travel through village. General local consensus is that this is unnecessary and unexplained. In fact, a bus route through the village is not wanted, not requested and, ultimately, not required. It will not encourage a transition to public transport. The position of the bus stops on the central bus corridor with access to more frequent buses will encourage transition to public transport.
 - Exiting at Shaws requires driving through the village. which caters for a small number of the overall residents that travel to and from the city centre. Current bus stops on core inbound corridor provide greater accessibility for Palmerstown commuters. With the inclusion of a pedestrian crossing residents of the new apartment blocks in the village will easily be able to access the current stop on the central bus corridor. Were the 80 route to remain using the R148 and not the village, residents would have more access to bus services and opt for public transport for their commute.

Entering Palmerstown at Oval: Serious safety concerns. Need for clarity and revised planning.

Plan does not clearly provide access for residents turning left from R148 (outbound from city centre) to enter at oval. Vehicles are not allowed in a bus lane and it appears they must wait on the main R148 route until the bus lane is clear and try to move across. Safety concerns as this (unbelievably) has not been accounted for in plans. Residents cannot be denied access, and safe access, to their homes at this vital entrance point.

- Half of the green space beside entrance to Drive to be used for plant storage during construction
- Green embankment on northside of R148 used for plant storage during construction (approx.. 2 years)
 - Planning does not sufficiently make clear impact of these changes on accessibility to amenities, education, commuting or include detailed reports on the impact to residents' environment and safety (machinery in and out of storage). Most proposed plans (particularly re-routing 80 through village) seem unwarranted therefore not requiring construction works or plant storage.

Changes at Kennelsfort Rd. / R148 Junction

- Bus stops removed at Parish centre & Tommy's Barbers
 - Unclear as to why 18 bus service being removed.
- Two-way cycle lane outside Tommy's Barbers / B&B
 - Cyclists consistently travel on the R148. Unless plans consider limiting access for cyclists to the R148 from the city centre, it seems unlikely new cycle lane will be used by cyclists. Continued use of the R148 by cyclists could prove unsafe considering the planned increase of bus services on core bus corridor.
- No left exit from village towards the oval/ town
- New pedestrian crossing underneath the footbridge
 - Insufficient evidence of impact of pedestrian lights on residents with increased wait times at junction.
- Parking removed from opposite Parish Centre
 - Reference to parking availability in the area is insufficient as most are shops with limited stays and clamping in place.
- Bus 80 (replacing 26) enter village & turn right towards Ulster Bank
 - Core corridor bus stops locations provide better access for Palmerstown residents to the bus services to the city centre.
 - Huge safety and quality of life concerns for residents of the village and Stewart's Hospital.
- No filter left coming down Kennelsfort Rd Upper to M50. Still turn left, no filter

- Feeder road for R148 and also M50 and N4. High level of traffic with commercial vehicles, spill off from Liffey Valley, Park West, JFK Industrial estate, Robinhood Industrial estate etc. means private commuter traffic unlikely to ease with better bus services as the nature of the employment requires private vehicles/ work vans etc. Currently traffic at complete standstill along Kennelsfort Rd. Left filter lane only thing that alleviates this build-up. Plan does not fully take into consideration impact of air or noise pollution on residents of the road.
- Will encourage people to reroute through Wheatfield Road to the exit at the Oval creating additional traffic at both junctions exiting Palmerstown. This will also create further safety concerns for children/families when attending the Primary Schools and creches.

Changes at Old Lucan Road

- Two-lane cycleway from M50 wall to behind Applegreen (Church side)
 - Unused cycle lanes as cyclists opt for R148 route out of city centre. Planning does not include measures to reroute cyclists or encourage them to use new route when leaving the city centre.
- Loss of all on-street parking on the north side of the road
- Insufficient access to parking in village. Aldi's private car park is not an option for residents or the council to rely on long term and over use of this will create problems.
- Removal of 18 route & bus stops
 - It is a well-used route bridging close communities as well as a large number of students who travel to secondary schools along this route – both into and out of Palmerstown.
- Bus stops & shelters outside Millbrook Apts & no. 1-3 Woodfarm cottages for the new 80 route
 - Insufficient demand for 80 route *through* village.
 - The cottages along this route are also protected structures – how can the NTA simply circumvent this protected status?
- Revised parking at Redcow cottages. No parallel parking replaced by straight in/ out spots.
 - There is not enough space here for straight in/ out spots + pathway + 2 cycle lanes + bus/vehicle traffic lanes.
- Current bus stop locations in Palmerstown on R148 outbound are sufficient for inclusion in the NTA core bus corridor plan. Removal of bus stop at Drive and re-route through village will not maximise public transport usage. While sections of the proposed planning may seem logical as a desk-top exercise in reality proposals such as a bus stop in this village and removal of left filter lanes is counterproductive to the effective delivery of transport services and/or minimising congestion.