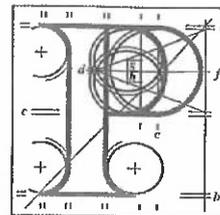


Our Case Number: ABP-314942-22

Planning Authority Reference Number:



An
Bord
Pleanála

Paul Gogarty
39 Esker Lawns
Lucan
Co Dublin

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

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Paul Gogarty

Public Representative - Member of South Dublin County Council



"Not just at election time"

c/o 39 Esker Lawns, Lucan, Co Dublin

11th January 2023

Ref: HA29N. 314942 Lucan to Dublin City Centre Core Bus Corridor Scheme

To whom it concerns,

Please find below my observations on this scheme. I welcome the works in general but believe that there will be a disproportionate and negative impact on Palmerstown on both sides of the R148 (formerly N4). I also recognise that many people have issues with the proposed new bus routes, but acknowledge that these are not covered under this plan, except from a general infrastructural perspective.

Removal of the bus stop coming from city centre before the Oval

This bus stop is used by a lot of people in Palmerstown Drive, which has over 100 houses. Others will cross the green space to head towards other roads to the left of The Oval. This is indicated by the well-worn pathway. Reducing the number of bus stops will lead to longer walks for many people, which could have an impact on bus usage and also does not make sense in terms of servicing local communities where there are large populations.

Remove Bus route through Palmerstown village

This appears to be an attempt to serve the much larger population area in the west part of the village. Given that a bus stop will not be placed directly on the junction at the Palmerstown House, there appears to be a negligible difference in walking time between any new bus stop and the existing one at the R148/Kennelsfort Road junction.

There are only a small number of dwellings on the east side of the village. Any argument that bringing a bus down this route benefits Stewarts Care clients is weak; my understanding is that the 26 is the route that will go along here and possibly another local route in the future. The vast majority of Stewarts Care service users would come via public transport on existing 18 (or replacement), C1, C2, C3 and C4 buses. None of these are proposed to go through the village. The new large apartment complex that will massively increase the village population is located beside the existing bus stop.

This proposal should be scrapped as unnecessary.

R148 pedestrian crossing at Kennelsfort and related works on R148

Some people already risk their lives crossing directly to avoid using the circuitous pedestrian bridge, and there was a tragic death of a young school-goer some years back, so I can see the logic of putting in a crossing here. However this needs to be assessed in terms of impact on traffic. I also question whether this is superfluous to the long-standing issue that the NTA has failed to tackle, namely the need for a grade-separated junction at this location.

It's been in successive South Dublin Development Plans, but the downgrading of the N4 to R148 in 2012 is being used as an excuse to claim that this is not a priority route, when it will be the main entrance channel for the new National Children's Hospital. The Board needs to make reference to this and make recommendations in its report as it is a related matter relevant to the corridor. The issue will be more focused as traffic narrows and congests on either side of Kennelsfort, heading to and from the M50 intersections.

Parking spaces in village

Revised parking outside Red Cow cottages from parallel to straight will make it more difficult for mainly older residents to access their vehicles and get onto the road safely. I take the point that this will create more spaces, but the area where the spaces are at a premium are actually on the west side of the village. Perhaps no need to change, especially if the Board accepts the argument that routing buses here is not practical or necessary.

I recognise that a two-way cycle route through Palmerstown village from the Old Lucan Road on the other side of the M50 is a necessary element of building up a proper infrastructure and creating a modal shift. However I would query as to whether removing parking space options in the vicinity of the church to Palmerstown House makes sense, given that vehicular traffic becomes extremely heavy during funerals and it will never be an option for most people to use public transport for attending mass and then a subsequent burial.

There are also a considerable number of retail operations in this section of the village, albeit with some parking. These are often full and in any event, access in the vicinity of the church needs to be maintained, especially given the demographic tends to be older. There should be a creative way to maintain existing parking availability while allowing cyclists a dedicate directional route. Could this be looked at closely please?

No left turn at R148/Kennelsfort Lower

I am somewhat neutral on this but do not see the logic of directing traffic deliberately down the quieter, heritage area of Palmerstown, especially when future plans to develop the potential of Mill Lane via blueway, water sports and access to the Silver/Farmleigh bridge may increase some tourist/recreational traffic to the area in any event.

The situation as is provides options. When traffic backs up during funerals for example, there is an increase in vehicles exiting towards the city centre opposite the Oval. However when there is no traffic pressure, it tends to go via the Kennelsfort junction. Specific traffic concerns regarding the new apartments have been addressed as much as they can be at this stage and perhaps it should be left up to drivers to make their own choices in this regard as there appears to be a negligible impact on bus times from this proposal. Again the elephant in the room is the grade separated junction proposal, which would likely necessitate such measures, but they are not required at this stage.

Trusting these points can be taken into consideration.

Yours faithfully,

Cllr Paul Gogarty

