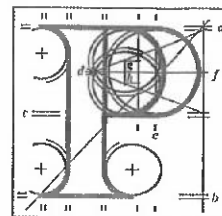


**Our Case Number:** ABP-314942-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Justin O'Connor  
84A Culmore Road  
Palmerstown  
Dublin 20

**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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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



Justin O'Connor  
84A Culmore Road  
Palmerstown  
Dublin 20  
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An Bord Pleanála,  
Strategic Infrastructure Division  
64 Marlborough Street,  
Dublin 1,  
D01 V902

11<sup>th</sup> Jan 2023

Ref; 314942 - Lucan Core Bus Corridor Proposals

### **Palmerstown Drive Bus Stop**

The removal of the Palmerstown Drive bus stop makes very little sense, especially given that The Oval stop will remain along the Palmerstown Cross stop, it appears that the current plan means that there will be two stops within 280 meters from each other.

Does it not make far greater sense that if a stop needs to be removed that it is the middle stop (the Oval) retaining the two stops at each end of the village. That way the residents of Palmerstown Drive, Culmore Road, Culmore Park and Glenaulin Road are not underserved by the removal of the Palmerstown Drive stop.

This change will force residents on the above road to walk almost a kilometre (810m) to get to the bus stop. Surely changes to the bus stop should encourage bus use and serve as many people as possible.

The spend associated with the two stops so close within the current plan requires significant review. Can two stops so close together be justified?

There is land available to insert the recessed bus stop at the Palmerstown Drive, while it may take more effort to acquire it, this seems the logical course.

Is the NTA more concerned with saving pennies and having bus stops opposite each other rather than in the best long term solution and find the right situation to best serve the community.

### **Removal of the ghost lane**

I cannot understand the need to remove the ghost lane when turning left into the Oval heading out bound. Motorists will have to do so from the traffic lane, as the bus lane has no filter left for cars. It is somewhat confusing and I think unsafe.

This change will have little benefit to the buses and a significantly negative impact on the traffic going straight ahead. As motorists turning left onto the oval will need to stop and

yield to oncoming buses, taxis and cyclists, this will bring the left lane of the bypass to a standstill until the turn can be taken.

Increasing delays to outbound traffic, increasing the risk of accidents happening due to the need to cross a lane of traffic on a bypass and generally reducing progress on the road. The greatest delay to buses at the oval is the lights at the oval which the NTA is proposing is extended by including a right turn for buses.

This change will be made more dangerous by the removal of the Palmerstown Drive Stop. Buses currently stopping at the Palmerstown Drive stop, slow down and create a break in the busy bus lane providing the safe opportunity for motorists to safely turn left onto the Oval. Buses will now be at greater speeds, in longer convoys leading to fewer, safer opportunities to take the left turn.

### **General Comments**

I am sure that the plan in general is to provide better services in a safer way and allow for better road and traffic management, I am not sure the NTA has made the mark in Palmerstown, and chose what is right for the community.

It strikes me that NTA are looking at Palmerstown on a map only, without understanding the actual volume and demand within the village (either side).

While Stewards is called a Hospital, it is a residential care facility it does not drive the same level of foot fall as a general hospital.

I support increase access for the whole community, with safe crossings and access to transportation for all.

But has this been identified as an issue?

Has our these additions (bus stops and Crossings) in the old village been requested?

Are unnecessary additions to the landscape and road-scape of Palmerstown Village being included as they look good on paper with out genuine need?

If there is demand on the old Lucan for additional cycle lanes and bus stops, it is not obvious to people living in the village. The removal of parking does not serve the community or the businesses that the community rely on.

The Old Lucan Road is not a through road, it is wide and generous enough to accommodate parking and dedicated cycle lanes. Much of our community is elderly or have mobility issues which requires the use of a car and therefore access to sufficient parking.

Thank you for taking the time to read and consider my comments.

Kindest Regards,

Justin O'Connor.

