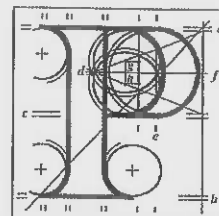


**Our Case Number:** ABP-314942-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Briain O'Shea  
23 Palmerstown Square  
Palmerstown

**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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Glaó Áitiúil	LoCall	1890 275 175
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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

Briain O'Shea  
23 Palmerstown Square  
Palmerstown  
D20 HF99

Dear Sir/ Madam

I wish to object to the proposed Lucan to city centre Bus corridor as it affects the Palmerstown area.

- The environmental impact assessment was a desk study using old information reports dating back to 2010 in some instances
- No consideration been given to the recently built 250 apartment units in Palmerstown village called Palmers Gate
- The removal of the left turn lanes at the Oval and Kennelsfort road upper. The justification given is to facilitate cycle infrastructure. But there isn't any planned cycle infrastructure at the oval and at Kennelsfort road upper the cycle infrastructure is proposed as a two way contraflow cycle lane on the other side of the road which wouldn't present any hazard with vehicles and cyclist coming into contact
- The proposed cycle track on the old Lucan Road is shown as a contraflow 2-way cycle track on the north side of this road. It isn't clearly stated that this will be separated from vehicular traffic which means cyclists will be cycling against traffic particularly heavy traffic of buses and with the change of junction layouts articulated traffic from the businesses in the village. Aldi, Mr Price and D. Kennedys
- The new proposed junction layout in Palmerstown village at the Applegreen petrol station and Shaws tree services becoming a two way junction where busses can turn from the R148 into Palmerstown village and all other vehicular traffic will be directed out of the village even with lane widening. Heavy traffic will struggle to make the turn on the corner particularly. Heavy traffic will struggle to make the turn on the corner particularly as the parking arrangements have been change to park cars straight to the curb rather the current parallel which further reduces spaces for vehicular traffic to pass. This presents a number of hazards particularly for pedestrians
- The change in bus stop layout that means buses enter Palmerstown village from Kennelsfort road now and if travelling into the city centre there will be separate bus stops for the buses the serve the area which makes this new layout more inconvenient to use for commuters.
- There is nothing shown in this proposed scheme that demonstrates any demand, need or justification to reroute buses through Palmerstown village. The proposed new bus stop layout will only decrease the walking distance from the current bus stops to the new ones by a maximum of 200m

This proposed scheme will cause huge disruption in the area in its implementation for very little if any benefit. The change in junction layout will not only cause a large amount of congestion in the area but this congestion will slow buses and make it substantially less safe to travel by bicycle particularly travelling on Kennelsfort road. The old Lucan road is currently excellent to cycle upon due to the low traffic volumes will become a road you share with heavy vehicles travelling against the flow of traffic on the wrong side of the road