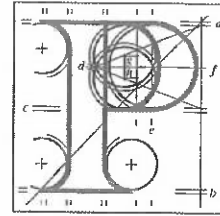


Our Case Number: ABP-314942-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Christina Pieri & Others
173 Whitethorn Gardens
Palmerstown
Dublin 20
D22 X0H9

Date: 13 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

HA0 (no receipt to issue)

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Riomhphost	Email	bord@pleanala.ie

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

The Secretary
An Bord Pleanála
Strategic Infrastructure Division
64 Marlborough Street
Dublin 1
D01 V902

Contact: Ms Christina Pieri
173 Whitethorn Gardens
Palmerstown
Dublin 20
D22 X0H9

Re: Lucan to City Centre Core Bus Corridor Scheme – BusConnect

Dear Sir/Madam

We make the comments below in our roles as long-standing residents and business people of Palmerstown. Some of the group are active volunteers in community initiatives including Palmerstown Community Coffee shop, and voluntary work in local schools.

We believe as long standing residents along with participation in community initiatives we can provide valuable insights into the basic needs of families, elderly, children, and others within our community. It is with these insights, we make our observations on the Lucan to City Centre bus corridor scheme in terms of the ability of the community of Palmerstown to travel in a safe and independent manner.

The greater Dublin transport strategy 2016-2035 outlines it's purpose as "contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods" we suggest the re-routing of 26 bus through Palmerstown is a direct contradiction of this strategy for the following reasons:

1. Route of 80 (currently 26) bus through Palmerstown village will affect Kennelsford road as follows :
 - a) The removal of the filter light on the end of Kennelsford Road for traffic turning left ie onto M50 will further exacerbate traffic congestion coming down this already very busy road.
 - b) The 26 bus travelling from Kennelsford road into Palmerstown village (past B&B etc) will cause isolation and more traffic building down Kennelsford road.
 - c) The removal of the left turn coming from the city into the Oval will force more traffic up Kennelsford road.
2. As per above, re-routing of 26 into the Village begs the question is there sufficient demand from residents for this proposal?

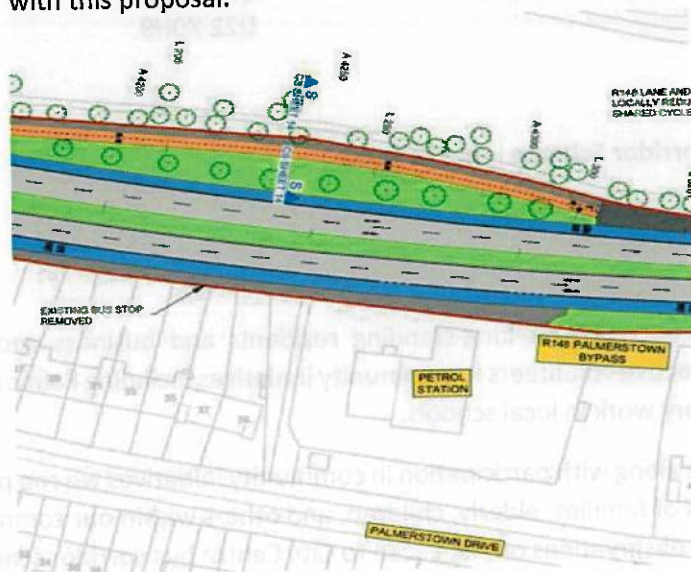
Stewarts is outlined on the maps for this proposal as "Stewarts Hospital" this is not a hospital and is formally titled "Stewarts Care" <https://stewartscare.ie> therefore footfall is not that expected of a general Dublin hospital.

The rationale for the re-routing of this bus through the village lacks clarity and purpose.

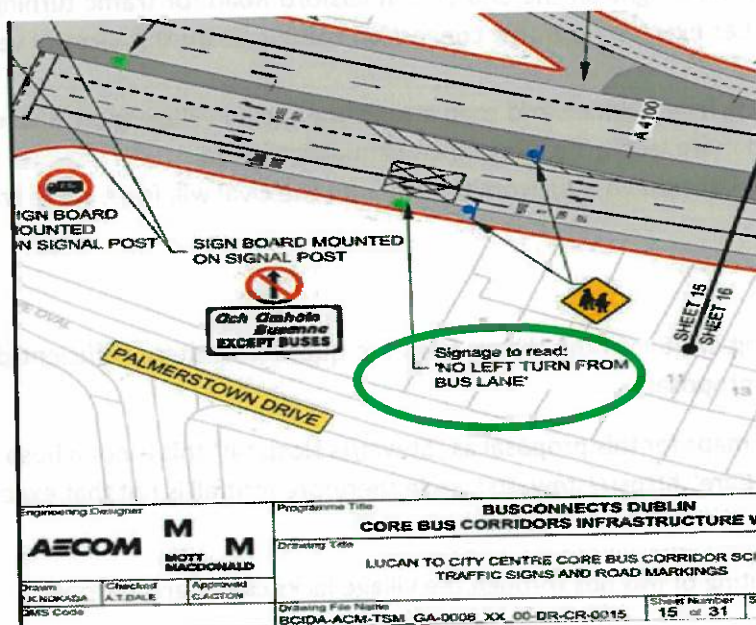
3. Removal of bus stop coming from city centre direction, near Palmerstown Drive has raised health and safety concerns for primary school children and residents who use this stop. School children will be required to cross main roads, along with the green area which is planned to house construction machinery to travel to/from primary school.

In addition the removal of this bus stop will isolate our elderly of Palmerstown community who use this bus stop to access local supermarket and post office. This is often their only mode of independent transport to access these vital facilities in their local community. International best practice suggests bus stops in urban areas should be located within 400 metres walkable

distance from ones home. The proposed move of this bus stop is excluding the elderly of our community with a fair and reasonable access to public transport and essential local amenities. There is no duty of care towards the children and most vulnerable people of Palmerstown with this proposal.



4. If the left filter from city centre entering the Oval is removed this will make it virtually impossible to turn left (the signage map with this proposal mentions new signage to read "no left turn". Traffic will have no option but to turn at the next available left turn which is Kennelsford Road, drive through connecting roads to reach the Oval and surrounding areas, including two primary schools, a kindergarden, a doctors surgery and local shops in addition to private homes. This will result in further gridlock and congestion in an already heavily congested area.



Thank you for taking the time to review our submission, if you need any further clarification on the points above please do not hesitate to contact us directly.

Kind regards

Sandra Adams

Monica Gore Laffan

Natasha Lester

Christina Pieri (Main Contact for this Observation Submission)

Colette Roche