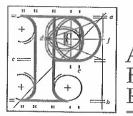
Our Case Number: ABP-314942-22

**Planning Authority Reference Number:** 



An Bord Pleanála

James Redmond 31 Palmerstown Avenue 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



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

#### Lucan to City Centre Core Bus Corridor Scheme - Bus Connects

Dear Sir / Madam,

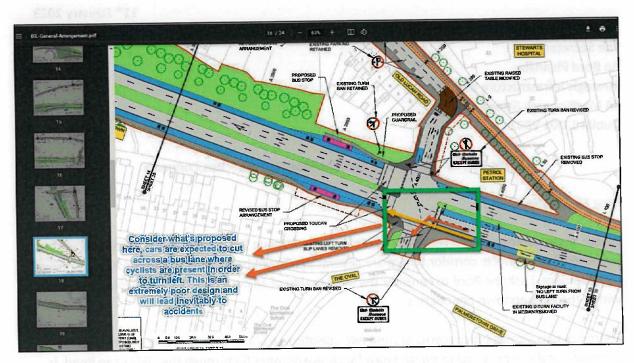
I make these comments as a resident of Palmerstown Avenue following a thorough review of the proposed Bus Connects corridor. There are several significant issues with the proposed development. I ask the Bord to consider the lived reality of all current and future residents who live within the Palmerstown boundaries.

There are two significant concerns around two specific roads and junctions and one overall comment that the proposal to run the new bus route number 80 through the Old Lucan Road, is completely unnecessary and not requested by any residents or businesses within the village itself. The proposal to route the 80 bus through the village will also incur a delay for all users of this bus as it will have to cross a major junction "The chapelizod bypass / N4" twice. The proposal to run this bus through the village is responsible for the need to wholly realign the Oval junction, which should not be required.

### **Changes Proposed at the Oval junction**

#### 1. Removal of left filter entering the Oval from R148.

The road will be four lanes wide at this point. Two main lanes and a bus lane on the left and right to enter the village. The removal of left filter will mean residents sit in the main traffic lane waiting for the busses to move before turning left. This delays westbound traffic and is unnecessary. Cyclists will continue to use this lane as it is the most direct route westbound, forcing cars to turn left across the bus lane will likely result in danger for cyclists (See screenshot below). The existing situation of a short-left filter does not impede bus movement, allows cyclists to take a safe position on the right-hand side of left turning vehicles and should be maintained.



Taken from Lucan Scheme General Arrangement Drawings (Page 18) -> Link

A left entrance into the Oval must be maintained in order to prevent vehicles needing to use Kennelsfort road to access homes, schools, childcare, sport clubs.

# 2. Bus 80 (replacing 26) enter village & turn right towards Oval junction

Having talked to numerous people I have yet to meet anyone who thinks that this 80 bus running through the village would be beneficial in any way.

One councillor for the area organised several consultation meetings with residents and he also confirmed that nobody he has spoken to has requested or wants this.

It is likely being done because of the removal of the 18 route. It is unnecessary. The bus will stop further away and prevent hop-on hop-off possibility for route 80 users who want to connect with the c-spine. This is unnecessary and it will slow down the 80 bus as it will get caught up in traffic exiting the village, especially heading eastbound, towards Kennelsford road. In the absence of a grade separated junction on the R148, as per the Specific Local Objective in the County Development Plan, this problem of traffic in the village will be compounded.

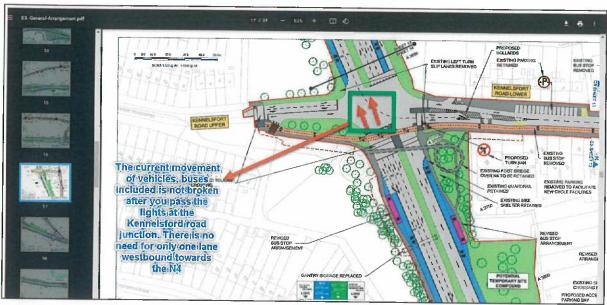
A condition should be included by the Inspector to maintain the route 80 on the R148 and not to enter the village area.

## 3. Single westbound carriageway from Kennelsfort Junction to M50

Reducing to a single lane for traffic over the M50 to the N4 is going to have severe adverse consequences and result in a negligible improvement to bus movements. A two-lane carriageway from Heuston station to Palmerstown and then 4 lane from M50 westbound. Palmerstown will be a worse bottleneck than at present and the air quality will further deteriorate with priority being given to traffic merging from the M50 it will be a virtual carpark. It is important to note that reducing the

road to one lane here will have a negligible improvement to bus movements as traffic is nearly always clear after the Kennelsford road junction, hence buses aren't delayed at this point. (Heading eastbound, out of town).

The Inspector should include a condition that NTA progress the County objective of a grade separated junction and that the existing road layout between Kenneslford road and M50 be maintained as it works and does not need to be changed for the worse.



Taken from Lucan Scheme General Arrangement Drawings (Page 17) -> Link

The fee of €50 has been paid and if further clarity is required on any points within, please do not hesitate to get in touch.

Sincerely,
James Redmond,
31 Palmerstown Avenue,
Palmerstown,
Dublin 20

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