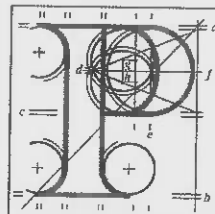


Our Case Number: ABP-314942-22
Planning Authority Reference Number:



**An
Bord
Pleanála**

Alan McQuaid
C/O Residents Association PPN:0158
4 Red Cow Cottages
Palmerstown Village
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

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

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

Residents Association PPN :0158

Woodfarm Cottages / Red Cow Cottages / St. Fintan's Terrace / Glenside Side Villas & Clarke Ville Terrace
c/o 4 Red Cow Cottages, Palmerstown Village, Palmerstown, Dublin 20.

9th January 2022

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

AN BORD PLEANÁLA	
LDG- <u>060385-23</u>	
ABP- _____	
11 JAN 2023	
Fee: € <u>50</u>	Type: <u>cash</u>
Time: <u>13-15</u>	By: <u>hanel</u>



**REF: LUCAN TO DUBLIN CITY CENTRE BUS CORRIDOR SCHEME
SECTION : RELATING TO PALMERSTOWN**

Dear Sir / Madam,

Background

Our organization, which represents the households to the east side of Palmerstown Village, attended the various public meetings in relation to the Bus Connect Plans (Lucan to Dublin Corridor) and at the time voiced the concerns raised by Residents. These concerns were noted again during the online meeting (December 2020), the last public consultation, which we followed up with correspondence. No reply was received to this correspondence and we did not see the revised submission until the application was submitted to An Bord Pleanála in November 2022.

Palmerstown Village was separated from the main body of Palmerstown back in the 1980's with the opening of the N4 Chapelizod (now R148), resulting in Palmerstown Village becoming a cul de sac, containing currently some 320 homes and 30 plus businesses. Initially we only had the one entry and exit point, but given the grid lock experienced at peak travel times, as the junction at Lower Kennelsfort/R148 had reached capacity, a second outbound exit point was established at St. Fintan's Terrace / the Oval, to take the pressure off. This opening was only ever meant to be temporary while we awaited the promised segregated junction at Lower Kennelsfort / R148.

Palmerstown Village is currently, under the SDCC Development Plan zoned as a "Village Centre" which states 'To protect and conserve the special character of the historic core of the traditional villages and to ensure that a full understanding of the archaeological, architectural, urban design and landscape heritage of the villages informs the design approach to new development and renewal, in particular in Architectural Conservation Areas (ACAs)' (*The homes at Woodfarm Cottages and Red Cow Cottages are covered by an Architectural Conservation Area in the latest SDCC Development Plan*).

The SDCC Development Plans also stated in their objectives 'to continue to improve the environment and public realms of villages centres in terms of environmental quality, urban design, safety, identity and images'.

Submission

Palmerstown Village does not require either a Bus Route (Nbr 80), or, indeed the unnecessary introduction of a segregated, side by side cycleway.

BUS ROUTE

In the initial plans, there was no bus route via Palmerstown Village. All buses remained on the R148, which identified a route 14 bus, servicing Palmerstown. This however changed in 2020, with the introduction of Bus Route 80. Why at this stage of the process this route was introduced is not known to us. We did under the Freedom of Information Action request correspondence from Bus Connect/NTA in relation to this, which they refused on the grounds that 3,700 submissions were made (*we only asked about correspondence requesting the bus route and extension of the cycle way, not the entire plan*).

The placement of bus stops with shelters to service Mill Lane and Stewarts Hospital are flawed. There is **no hospital** and only 11 homes in Mill Lane, which can access the services currently available some metres away from the proposed stops on the R148, which is well serviced.

In the 2018 Public Consultation, in relation to the Ballyfermot Catchment Consultation Area, stated under General Observations, "Access to Hospitals" - Stewart's Hospital Palmerstown was the most frequently referenced hospital.

- There is **NO** hospital in Palmerstown Village, which provides medical treatment for the general public.
- Using the word 'Hospital' gives the impression to anyone reading the proposal(s) that there is a medical facility in Palmerstown Village, which is untrue.
- **Stewarts Care** owns and operate several properties within Palmerstown Village, which operate Monday to Friday, 9am to 5pm, in addition to their main grounds.



Stewarts Care

- The vast majority of full time Stewart Care Users, live in homes with their Carers around the grounds, or, in homes within the community.
- Daily Service Users, who attend the various workshops, Monday to Friday, 9am to 5pm, arrive by private vehicle or minibuses, as they are unable to use public transport.
- The small number of Daily Service Users who live independently and who can travel independently on Public Transport mainly use the C Corridor.
- The vast majority of Staff of Stewarts Care use private transport, and some by Public Transport using the C Corridor bus route.

It was claimed by Bus Connect that Residents of the Village and Stewarts requested this bus service! We have over the past months surveyed just over 300 homes in the Village Catchment area, and as of todays date have yet to find one Resident who requested same. Having spoken to some of the Daily Service Users of Stewarts, they were totally unaware of the bus route request.

- Two public meetings have been held here within the past 3 weeks and not one single person at either meeting wanted the bus to come off the R148. The reasons given (1) greater distance to walk to get the service (2) no potential to mix journey with the C Spine and (3) safety concerns for road crossings at the Oval.

In fact, none of the people spoken too would like to see the Village Street Scape of the east side of the Village changed in anyway. They would not like to see design, safety or identity of the Village Street Scape to change, it should be retained for future generations to appreciate and experience the essence of generational Village living.

They would also hate to see the loss of the few annual community events which take place in this section of the Village, such as Marys Celie at the Crossroad, The Bikers of Eire Christmas Event and the lighting up of the Palmerstown Village Christmas Tree (supplied and supported by our RA).

There is no need for a bus route to come into the Village, off the R148. The amenities of the bus corridors are only a few metres away on the R148. We do not feel that this route will support the objective of Bus connect objective "Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets".

Residents of Mill Lane, or, Hollyville Lawns have no greater a distance to travel on foot to the R148 to access the bus corridor, than Residents of Glenulin Road, or, Culmore Road in the main housing estate of Palmerstown. Over 90% of the population of Palmerstown reside on the southside of the R148.

We have concerns also about NO2 levels. We are hemmed in by extremely high NO2 levels from the R148 as well as the proximity of the M50. If the bus Route 80 operates into the Old Lucan Road that will only contribute to the rise in NO2 levels within the Village (as cars will be held up with road space gone to a bus).

We raised several questions with Bus Connect in various e mail and correspondence, none of which were answered, especially in relation to the junction at the Apple Green / Oval / St. Fintan's Tce junction, for incoming westbound buses.

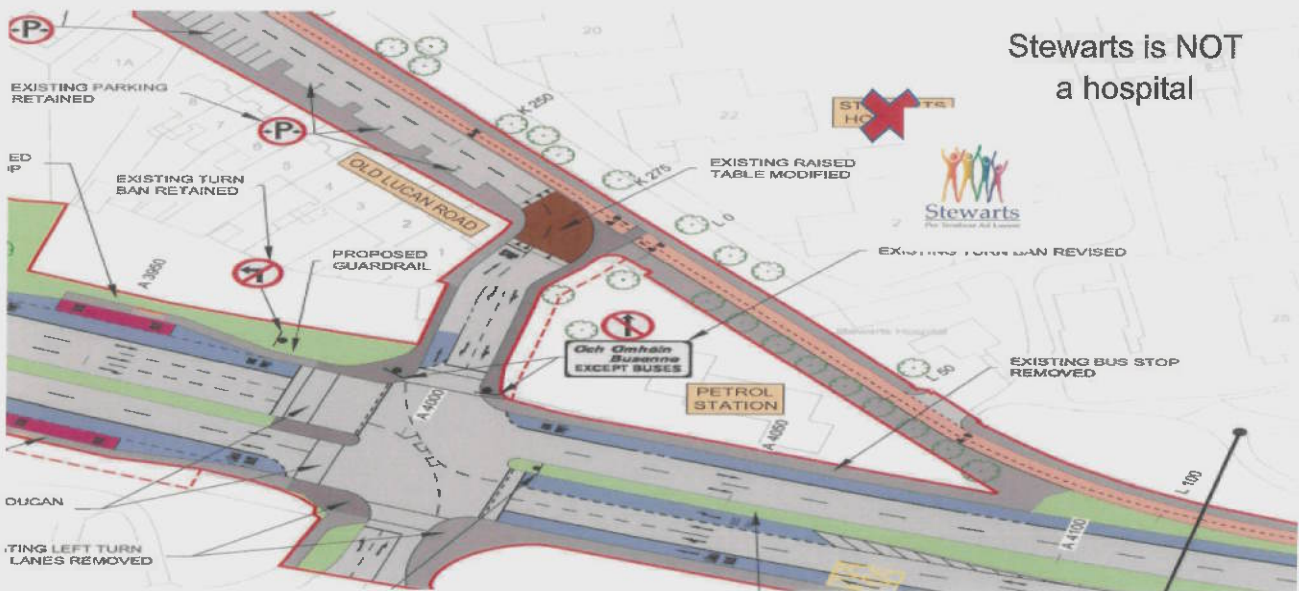
We requested a sweep flow for the turn onto the Old Lucan Road at St Fintan's Tce, as we feel that a bus will not be able to make the 90 degrees left sweep safely without encroaching on the outbound lane of traffic, or indeed over the cycle way. If there is a traffic queue existing the Village at this point, how would a bus make the turn?

We feel that no consideration has been given to future traffic accessing this junction from Palmers Gate (250 build to rent apartments), the pending development of a 53 Bedroom Hotel, the pending development of St. Pauls Church. Since our correspondence a further application for development has arisen i.e., potential development of Number 2 Clarkeville Tce (pre planning submission for 7 apartments).

We feel that eastbound buses to Dublin will have the potential to hold up traffic, as all traffic (private and service vehicles) will now be existing Palmerstown from the apartments as they have to access left and then right onto the Old Lucan Road to gain entry onto the R148 for east and westbound journeys. Concerns were raised about the likely hood of traffic being pushed back to the t junction at the Parish Centre, which is already congested at peak times (we enclose a traffic survey we conducted back in February 2022).

At present this junction features a raised platform at St. Fintan's Tce which acts as a pedestrian cross point to the greater area of Palmerstown, where the National Schools and a shopping area are located. Currently as the road system is currently one way, it is a very safe environment for footpath users. Inserting a bus route at this point, will affect the safety of all pathway users.

The new plans show the removal of the current area, to accommodate a new foot path adjoining in the new inbound bus lane. Currently this is used by the commercial property of Shaw Tree Services and Residents of St Fintan's Terrace to access their garages. This new layout is not feasible for safety reasons for either pedestrians or vehicles.



Residents of St. Fintan's Terrace have to exist their vehicles to key in the gate code, some larger commercial vehicles, would encroach onto the new proposed bus lane. Given the very short distance back to the R148, from these gates, there is a major risk factor. There is insufficient clearance for a bus to come in safely, should a vehicle be stopped across the footpath waiting for the gates to open.

At the recent Public Meetings people voiced their concerns about safety on the footpath to the new bus stop, as they would be exposed to both commercial and private vehicles driving over the pathway to access parking at St. Fintan's Tce.

We are totally opposed to the placement of raised platforms featuring bus shelters at Woodfarm Cottages and Clarkeville Terrace. Homes at Woodfarm Cottages and Red Cow Cottages are both featured in SDCC ACA listing in their most recent Development Plan.

Palmerstown Village is currently, under the SDCC Development Plan zoned as a "Village Centre" which states 'To protect and conserve the special character of the historic core of the traditional villages and to ensure that a full understanding of the archaeological, architectural, urban design and landscape, architectural, urban design and landscape heritage of the villages informs the design approach to new development and renewal, in particular in Architectural Conservation Areas (ACAs)'

These bus shelters would be not only be a blight on the street scape, but would also have the potential to attract anti-social gatherings. Something that cannot be found in any report, or viewed on a map, is what we as Residents experience every Summer ie the arrival of large drinking parties, who come to Mill Lane for its remoteness and lack of footfall.

We cannot see where the Route 80 on its westbound journey will cross over into the right-hand lane of the R148 to gain access to the bus lane at this junction. If the movement happens after the slip road onto the R148 at Ballyfermot/Chapelizod, or further up, this will result in westbound buses at peak time being caught in the traffic! A yellow box on the R148, over two lanes would be insufficient given the large volume of traffic using this route daily.

This goes against Bus Connects's Environmental Impact Assessment Report (EIAR) Volume 1 1.1 Aims and Objectives.... enhance the capacity and potential of the public transport system by **improving bus speeds**.....

There is currently a corridor for sustainable transport, it is called the R148!

CYCLE WAY

In the first set of proposals there was no cycle way proposed for the east side of the village. This was welcomed by us as it left the on-street parking for both residents and commercial properties intact and meant that the community events which are hosted in this area would continued.

There is no threat to cyclists using this road and from speaking to Residents, none can recall any accident involving a cyclist through the Village area.

There will be a clash between segregated cycleway and vehicles at St. Fintan's Terrace, as there is not enough room to accommodate a bus making the 90 degree left hand turn.

SDCC deem the road quiet. A question was raised back in 2018 by the Lucan Area Committee Meeting in relation to a cycle way for the area.

www.sdublincoco.ie/Meetings/ViewDocument/60097.

"To ask will the Chief Executive please indicate when the road markings to protect cyclists will be provided on the part of the Liffey Valley Greenway which lies along the Old Lucan Road in Palmerstown Village? Will he indicate whether the cycleway will be provided exclusively on the existing roadway or is it proposed that some or all of it will encroach on existing pathways?"

"The reply from the Chief Executive of SDCC was "In a site inspection of this site, it was noted that both the volume and speed of traffic was low. Therefore, using the National Cycle Manual, a shared street 12 arrangement, where cyclists share with general traffic would be the most appropriate facility in this case."

- In February of this year, as part of a submission to ABP regarding additional permission sought by Palmer Gate development, a Citizen Survey was conducted. This gave us valuable information in relation to actual traffic at the t junction on the Old Lucan Road. No more than 10 cyclists per day were recorded eastbound / westbound on a daily basis Monday to Friday. No week-end survey was completed by us as the various businesses are closed resulting in less traffic.

DISABLE CAR SPACES

The current disabled car space is located on the Northside, to service the Ulster Bank and The Coach House Café.

As of December 2022, the Ulster Bank will cease to trade. The Coach House Café (Stewarts) can reinstate the car park to the rear of their property, which was closed during Covid, to facilitate both their customers and also to facilitate the safe drop off and collection by the Mini Buses of their Daily Service Users. They currently use the two parking bays outside of the premises, which will be removed to facilitate the cycle lanes. The Palmerstown House Pub some 100 yards away has ample off-street private parking for their customers.

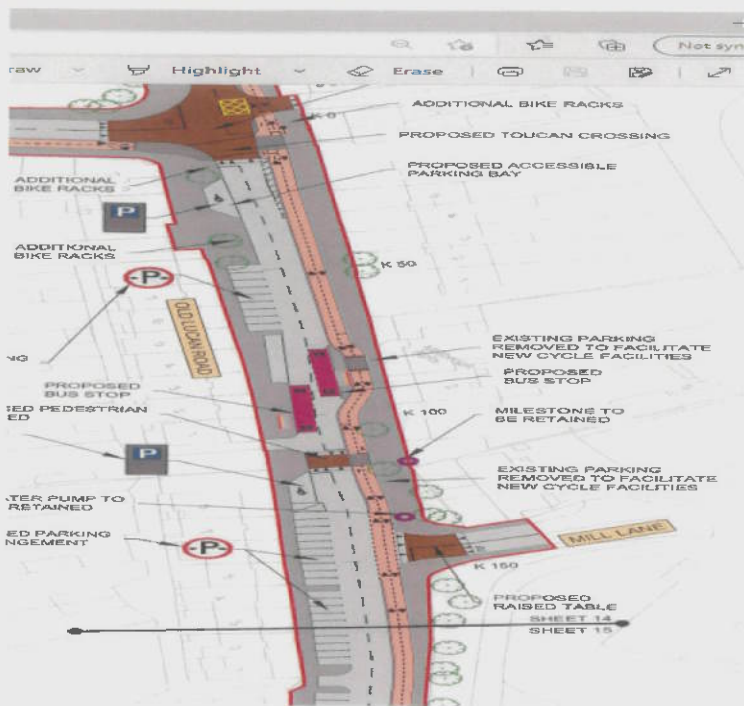
There will be no need for the disabled space outside of Number 8 Red Cow Cottages on the southside of the road. This would result in two disable car areas within 100 yards of each other.

The 2 new disabled car spaces placed outside of The Jazz Hub, some 50 yards away (resulting in the removal of 3 pay and display car spaces) is better located to service commercial services within the Village.

CAR PARKING

Currently parking at Red Cow Cottages / Woodfarm Cottages / Glenside Tce is pay and display, with Residents purchasing permits, including one visitor permit per household. In the submission ABP, Bus Connect, showed new parking arrangements for outside of Woodfarm Cottages, Red Cow Cottages and part of St. Fintan's Tce.

No designated space has been allocated to the Go Car currently sited within the Village catchment area, which we have no included in our count!



Red Cow Cottages

No measurements were given on the maps provided, so we based spaces on the minimum tolerance per section.

Cycleway Northside	Carriage Way	Car Space
2.50m <i>Based on the min 1 single lane with no overtaking x 2</i>	3.8m Does not include any side clearance which is 0.68m	4m length 2.4m width <i>From raised kerb out towards carriage way</i>

- It is proposed to have 20 parking bays available at Red Cow Cottages. These will have to accommodate not only the homes at RCC, but also those of Woodfarm Cottages losing spaces for proposed raised bus platforms/shelters and those at Glenside Tce because of the cycle tracks.
- Currently between 16 homes at RCC and WFC there are 30 vehicles. This does not include cars which have access to off street parking, or, indeed any visitors to any of the homes. There are also 3 private cars on the northside at Glenside Tce, which have no access to off street parking.
- Family members, or indeed Medical Carers will not be cycling or using public transport, for various reasons ie age and time constraints.
- At any given time over the week-end, or, on special occasions some homes can, with immediate family members only, have up to 5 additional cars, others have more if their Grand Children with Great Grand Children arrive.

- The revised parking at Woodfarm Cottages, Red Cow Cottages and St Fintan's Tce will also have to accommodate vehicles from the flats over the shops on Lower Kennelsfort Road, where the 3 on street spaces are being removed for the cycle lanes, in addition to any overflow from Residents or Visitors to Palmers Gate.
- The proposed parking positions adjacent to a carriage carrying commercial and private vehicles, along with 8 buses per hour, will mean that drivers will be forced to breach the rules of the road :

Rules of the Road : 25 Reversing

(2) A driver shall not reverse on to a major road from another road, or, whenever his vision is such that to reverse would be likely to endanger other traffic or pedestrians.

Rules of the Road : 26 Rules for Parking

(1) When parking a driver shall ensure that the vehicle –

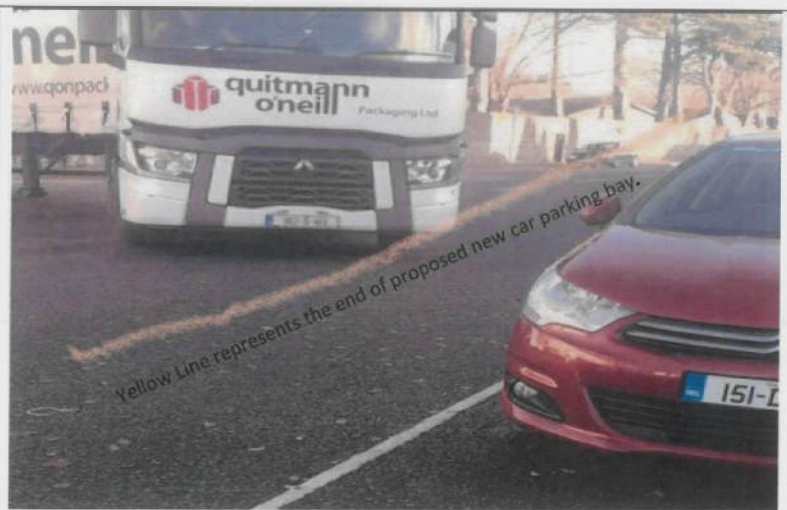
- (a) Is not likely to cause inconvenience, to obstruct or endanger other traffic, or to obstruct the view of another driver at or near a road junction, corner or bend

- ❖ Photo 1 taken 16th July, 20ft truck existing Mill Lane. 3ft clearance between truck and red car.
- ❖ Photo 2 taken 16th December, 40ft truck turning from Mill Lane.
- ❖ 40ft trucks also access the services in Mill Lane.



- ❖ 40ft trucks would not have the required sweep path to exist Mill Lane, with the proposed new parking arrangement, with cars facing in towards the footpath.

- ❖ Photo taken Friday 9th December. Yellow mark represents where the end of the proposed new car parking arrangements. Video footage available.



The proposed new parking bays would not leave sufficient carriage way for commercial trucks (40ft) leaving Mill Lane, from Sun Chemicals and Stanlee Steel Services, turning right out onto the Old Lucan Road. Currently commercial vehicles barely have sufficient space to make this turn with the current parnell parking layout.

We based our measurements (mixed long / short terms) on the Irish Parking Association recommended minimum dimensions for parking spaces in public car parks as no data for 90degree perpendicular parking was available.

Usage	Width	Length
Short Stay	2.5m	4.8m
Long Stay	2.3m	4.8m
Mixed Long / Short	2.4m	4.8m

The clearing area required to back out of this type of parking places would put all road users in danger, as the vehicle would have to use some of the second lane of the carriage way to clear the car space, before entering their desired driving lane east or west bound. Even without the proposed bus route, the increase traffic flow from the Palmers Gate Development combined with the proposed removal of the left turn to Dublin from Lower Kennelsfort Road, this will create a very hazardous environment on the carriage way.

It is unclear from the maps if cars will still be able to turn leff off the R148 westbound (the westbound left turn lane is being removed) at The Oval! If this is the case then traffic will use the Village as a entry point back over into the main estate, as it will be the shorter route rather than accessing the already congested Upper Kennelsfort Road.

This side of the Village plays host to informal gatherings twice a year, from the yearly gathering of the Bikers of Eire Christmas Event for Stewarts and the yearly Mary's Celie at the Cross Road. With the introduction of the Route 80, these community events would have to cease.



Woodfarm Cottages

Where it is proposed to insert a bus platform and shelter, the proposed 8 perpendicular parking spaces would be insufficient to cover the needs of the Residents, of this block. As advised to Bus Connect, not all homes at WFC have access to off street parking to the rear. In some cases, properties are subdivided and rented resulting in numerous vehicles associated with a single dwelling. For example, the homes at Number 1 and Number 2 Woodfarm Cottages, where it is proposed to insert a bus platform, are rentals, with no access to off-street car parking. The rental of Number 8 Woodfarm Cottages have up to six vehicles (vans, trucks, cars), which they currently park at The Jazz Hub (where new disabled car spaces are proposed), in the parking bays on the northside of the road and in some

instances in the parking bays along the wall of Stewarts, depending on the size of the van/truck. See attached breakdown of vehicles per household attached.

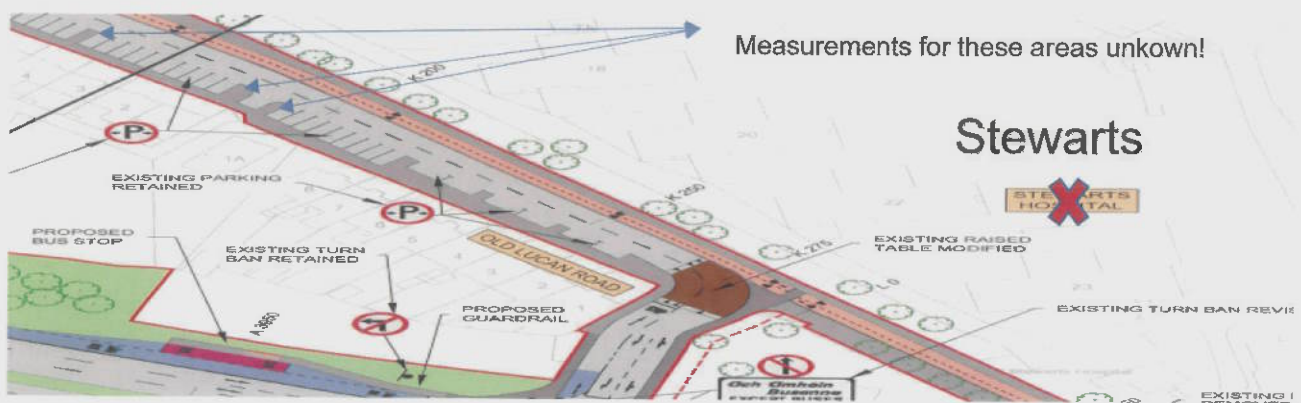
The removal of these car spaces will result in Residents of not only Woodfarm Cottages but also from Glenside Terrace, Lower Kennelsfort Road (3 spaces being removed from outside of businesses and apartments located over the businesses) being pushed down to Red Cow Cottages and St. Fintan's Tce to park. This area will not be able to accommodate all residential vehicles, never mind visitors or customers to the various businesses.

Directing vehicle users to use local car parks (as mentioned in the report) is not viable. These are all private parking spaces with operational opening times in one and clamping enforced in all three.

St Fintan's Tce

Given the amount of work done by the local Volunteer Community Group, The Pink Ladies +1, on a weekly basis in Palmerstown Village and the presentations made by them to SDCC over the years to get these improvements to the street scape done, at this location, the removal of same to insert car spaces, even for Residents, is unwelcomed.

There is no measurements available to calculate space for the three areas noted below.

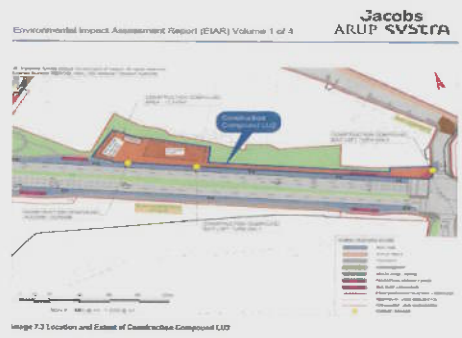


No consideration has been given to the large number of employees in the various businesses around the village area, who park along the Old Lucan Road up towards the M50 footbridge.

Building Compound

In relation to the proposed siting of a building compound on the grass embankment along the R148 behind the houses of Woodfarm Cottages and part of Red Cow Cottages. We have grave concerns about the flattening of this embankment. This embankment acts as a soakaway, for the adjoining national road. The water from this embankment fills the ditch which runs from Woodfarm Cottages to Red Cow Cottages, where it is then piped.

The removal of same we know will only lead to greater flooding of the rear gardens. As we outlined to ABP during the Palmers Gate Application, this area is prone to swampy conditions. See photos from the rear garden of Number 8 Red Cow Cottages, taken November 2022. The situation has worsened since development commenced, with flooding being experienced much earlier in the year.



The land around this area were wetlands and reclaimed back in the early 70s with further work done in the 80s to facilitate the new N4 carriageway, now classed the R148.

This level of water is not normally experienced until January / February, however, with the tanking of the ground nearby for 5 parking basements in the Palmers Gate development, the water table has been affected.

(photos from 8 Red Cow Cottages)



Some 14 years ago there was an incident whereby a local business placed large trucks on this embankment to take away soil from land to facilitate a new car park. This was reported to South Dublin County Council at the time, who took action immediately to have the trucks removed and the damage repaired. Unfortunately, we no longer have the correspondence from the Road Department of SDCC on file.

Water is collected in the ditch behind this embankment which creates a habit for wildlife.

There is also a well established badger set within the immediate area, which has not been referenced in the application/reports? These are protected animals under European Laws. This set has been reference back as far as 2009, in various planning applications. See below taken from the SDCC website, planning reference SD09A/0021.

generated traffic will be detrimental to existing Residents and businesses. The junction is due to be addressed in the future when the M50 Free Flow scheme is completed, as 80,000 cars daily cannot be bottle necked at this location by traffic lights.

- The site is some 200 yards away from a well established Badger set, so it is a great concern that a EIS was not completed.
- The area on which the site is located, was a wet land, and reclaimed in the 70's, which has added to the water logging of the homes in the area.

Every effort must be made by SDCC to ensure that the existing Village Community is not 'swamped' by this proposed development. Palmerstown Village is one of the very few remaining Villages in Dublin not over-shouldered by high rise apartments, and given it's location in the Liffey Valley should be kept as an example for future generations to come. We are very proud of the fact that a good number of homes in Palmerstown Village are occupied by third/fourth generations of the same family, a trend we would like

Conditions	Dates
Decision date	05 Jun 2009
Registration date	05 Jun 2009
Appeal lodged date	07 Jul 2009
Appeal decision date	21 May 2010
Application date	24 Jun 2008

The removal of the mature trees along this embankment, some planted over 20 year ago will not only affects the visual landscape, but more importantly it will affect the biodiversity of the area. While we note that there is a commitment to reinstate the area after construction, we cannot see like with like replacement of the mature trees taking place. Instead 5 or 6 years old trees will be planted, taking another 20 to 25 years to establish by which point in time all wildlife in the area will be gone.

As a Residents Group, we have done several projects within the Village area to help maintain the wildlife with the placement of bird boxes and bug houses around the Village, in addition to Bat Boxes in the local Waterstown Park, all of which have been highly successful. For our efforts in sustainability and biodiversity we have won two awards from South Dublin County Council.

While we have focused our submission on the part of the Village where we reside, we are fully aware of the traffic implications and the loss of amenities this proposal will have on the entire population Palmerstown.

For example;

- The proposed changes to the Oval junction, raises serious issues. Straight away traffic would back up further into the estate with the removal of the left amber slip lane westbound. Currently at school drop off times, this queue can currently reach back to Turret Road/Manor Road.
- With the removal of the left lane turn westbound from Dublin in at the Oval junction, this will leave traffic wishing to turn left sitting in the left lane of a two lane carriageway, adjacent to a bus lane!
- The delays which would be experienced by daily commuters (buses and cars) at this extremely busy junction (Lower Kennelsfort / Kennelsfort Upper / R148) for the construction of a tuscon cross cannot be calculated. This crossing is unwarranted, especially given the close proximity of the adjacent pedestrian bridge not to mention that the cycle lanes ends, unconnected to the existing lanes on Upper Kennelsfort Road, in a car park. Do Bus Connect/NTA really believe that a cyclist coming down Upper Kennelsfort, travelling into the Village or turning right to Dublin, will dismount, cross over the road to use the tuscon crossing instead of just cycling straight forward, or, right into Dublin!
- This junction is one one of the main routes from West Dublin into Dublin City Centre from both the N4 and M50. It is one of the routes highlighted for access to the National Childrens Hospital. Back in 2009 according to a report from the NTA dealt with over 85,000 cars on a daily basis, this figure will have increased since then. During a citizen survey conducted back in February of this year, very very few cyclists were note coming into the Village or going out of the Village on Lower Kennelsfort Road. Survey attached, for reference.
- The proposed Nbr 80 westbound journey, will bypass the two main bus stops (the 3rd bus stop at The Drive will be removed westbound – no reason given by Bus Connect - used by the vast majority of Palmerstown Residents. Bus Users will have a much greater distance to walk to enter the greater populated area of Palmerstown if they were to use this route.

- The removal of parking from the Old Lucan Road/Robin Villas will affect the Congregation of Saint Philomena's Church. The small car park associated with same, cannot facilitate parking for large funerals, communions or confirmations, so parking is currently facilitated on the roadside.
- The removal of parking on the northside of the Old Lucan Road from Waterstown Avenue to the M50 foot bridge will remove car parking which is accessed by employees of over 30 businesses within the Village. Having spoken to some, all were commuting to the area, from Co Dublin and Co Kildare, having transported their children to schools in Celbridge, Lucan and Clondalkin. Cycling and Bus Connect are not an option to them. In one business they had seventeen employees in the office and only one cyclist.

Palmerstown Village **must be** protected and a stop put on the erosion of the sense of community.

We appreciate that change happens, however, there is no need for a bus route through the Village. Commuters will spend longer time on their journey sitting in traffic trying to exist the Village to Upper Kennelsfort Road, during peak travel times.

Cyclists currently using the Village themselves have commented that the cycle lanes suggested are 'over board', they would deem the road safe, just like SDCC did back in 2018.

This section of the scheme should not be progressed as the affect on the current traffic congestion in Palmerstown Village will only be added to, to say nothing of the stress on the Residents and the diminish of the quality of life of all road users of the Village, during and after the construction stages.

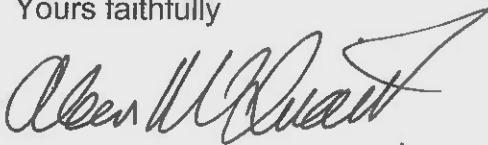
As residents of Palmerstown Village, we have had to deal with large scale construction traffic, construction noise and dirt for the past two years from the Palmers Gate Development, it has not been a pleasant experience. We have yet to experience the additional traffic, from this development, which will all exist the Village this side of the Village, as they will not be allowed to turn right out of the development.

Lines are easily drawn on maps, without taking into consideration the emotional and practical affects it has on Residents who live in the area concerned 24/7.

While we appreciate that there is a need to increase road safety for cyclists and to segregate them from vehicle traffic, Palmerstown Village is not a hazzard. We all want to see and experience a better bus service in Ireland. However, there is no need for the infrastructure to change within the Village catchment area to achieve same.

In this instance '**The Do Nothing Scenarios**' must be the outcome in relation to Route 80 and the Segregated Cycle Lanes through Palmerstown Village.

Yours faithfully



Alan McQuaid
Chairperson



Annette O'Connor
Secretary

ADDITIONAL INFORMATION

Red Cow Cottages

Residential Vehicle On Street Count, we have indicated which homes can facilitate off street parking. 12 cars, with permits. 2 car park off street. No count for Visitors/Careers who call daily.

Nbr 1	Nbr 2	Nbr 3	Nbr 4	Nbr 5	Nbr 6	Nbr 7	Nbr 8
1	2	3	1 on road and 1 off street	Nil	2 on road, 1 off street	1	2

Note :

Visitors and careers currently on street parking when calling to these homes. Some have daily visits due to their circumstances.

There are also recreational vehicles at this location ie 26ft caravans and a motor boat, which are moved out quite regularly during the Summer months. The proposed perpendicular parking and introduction of a bus route will be a major safety issue to all road users.

Woodfarm Cottages

Residential Vehicle On Street Count – Woodfarm Cottages – 18 vehicles (cars and vans), some park at The Jazz Hub and on the northside when space is limited.

Nbr 1	Nbr 2	Nbr 3	Nbr 4	Nbr 5	Nbr 6	Nbr 7	Nbr 8
3	4	3 parked off street	1	Nil	2	2	6

Note :

Nbr 1 (Rental with 4 separate tenants) and Nbr 2 (2 apartments) - car numbers can rise when tenancy changes. Visitors again, use on street parking.

Nbr 1A (4 Apartments) and 2A (1 home) Woodfarm Cottages have off street parking, their car count is not included in above, however, it has to be noted that visitors and careers to these premises currently use the on street parking.

CHANGES TO CARRIAGEWAY

Marking of the new proposed cycle lanes/parking/carriage were based on the following information available to us. We could not find details for the type of cycle way proposed.

CYCLE LANES

There are three basic elements that determine the width of a cycle lane or track, A, B, and C below.

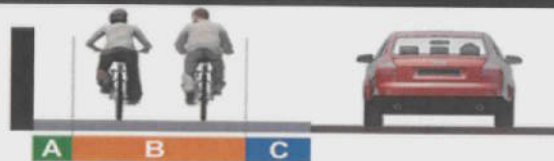
- The space to the left of the cyclist
- The space required to support the cycle regime (two-abreast, single file, overtaking etc)
- The space to the right of the cyclist.














In addition, there may be additional width required depending on:

1. Topography, traffic, locality etc.

The table below provides a simplified means of determining the actual width required for cycle lanes and tracks. Standard wobble is already built into the values in the table.

Width Calculator



A Inside Edge	B Cycling Regime	C Outside Edge	D Additional Features
Kerb  0.25m	Single File  0.75m	30kph, 3.0m wide lane  0.50m	Uphill 0.25m Sharp bends 0.25m
Channel Gully  0.25m	Single File + Overtaking, Partially using next lane  1.25m	50kph, 3.0m wide lane  0.75m	Cyclist stacking Stopping and starting 0.50m
Wall, Fence or Crash Barrier  0.65m	Basic Two-Way  1.75m	Raised kerb, dropped Kerb or physical barrier  0.50m	Around primary schools, interchanges, or for larger tourist bikes 0.25m
Poles or Bollards  0.50m	Single File + Overtaking, Partially using next lane  2.00m	Kerb to vegetation etc. (ie. cycleway)  0.25m	Taxi ranks, loading, line of parked cars 1.00m (min 0.6m)
	2 Abreast + overtaking (tracks and cycleways)  2.50m		Turning pocket cyclists 0.50m

Example:

To determine required cycle width, select the appropriate Inside Edge, Cycling Regime, Outside Edge and any Additional Features

Channel Gully  0.25m	Single File + Overtaking, Partially using next lane  1.25m	50kph, 3.0m wide lane  0.75m	Around primary schools, interchanges, or for larger tourist bikes 0.25m
---	---	---	--

0.25m
+ 1.25m
+ 0.75m
+ 0.25m

Required width = 2.50m

CARRIAGE WAYS

Straight carriage, with raised kerbs 3.5m

Motorway lanes 3.75m

We based our measurement on a straight carriage with raised kerbs ie 3.5m per lane – total space required 7m.

PARKING SPACES

We based our measurements (mixed long / short terms) on the Irish Parking Association recommended minimum dimensions for parking spaces in public car parks as no data for 90degree perpendicular parking was available.

Usage	Width	Length
Short Stay	2.5m	4.8m
Long Stay	2.3m	4.8m
Mixed Long / Short	2.4m	4.8m

The area required to back out of this type of parking places all road users in danger, as the vehicle will have to particularly use the second lane of the carriage way to clear the car space.

Given the introduction of a bus route, increase traffic flow from the Palmers Gate Development combined with the removal of the left turn to Dublin from Lower Kennelsfort Road, a very hazardous environment will be experienced by all road users.

Attachments

Citizen Count of all road users February 2022.

Copy of Correspondance sent to CBC December 2020

CITIZEN TRAFFIC SURVEY

T Junction Lower Kennelsfort Road / Old Lucan Road

February 2022

Location : T Junction Lower Kennelsfort Road / Old Lucan Road

(SURVEY DONE FROM TWO LOCATIONS AT JUNCTION/COMPARED FOR ACCURACY)

Duration : 10 mins only
 Time: 9.30am to 9.40am
 Date: 14th February 2022
 Day: Monday Monday
 Weather Cond : No rain - Dry

Cars	31
Trucks	3
Bus	2
Van	1
Cyclist	0
M Bus	0
Trips	37

THIS WAS DONE ON CARS TURNING LEFT ONLY TO ALDI.

C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
C	T	V	T	C	C	C	C	C
C	V	C	C	C	C	C	C	C
T	C	C	C	C	C	B	C	C
C	C	C	L	C	C	C	C	B
C	C	C						

100%

Duration : 15 mins only
 Time: 12.15 to 12.30
 Date: 14th February 2022
 Day: Monday
 Weather Cond : Dry

Cars	65
Trucks	0
Bus	0
Van	3
Cyclist	0
M Bus	3
Trips	71

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
Not shaded, turning left.								
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
C	C	C	C	C	C	C	C	C
C	C	C	C	C	C	C	C	C
C	C	C	C	C	C	C	C	C
C	B	V	V	C	C	C	C	C
C	C	C	C	C	C	C	C	C
C	C	C	C	C	C	C	C	C
V	V	MB	C	C	C	C	C	C
C	C	C	C	C	C	C	C	C

99.9%, 1 CAR OUT BY ADC VS CV, ADJUSTED DOWNWARDS

Duration : 15 mins only
 Time: 12.55 to 13.10
 Date: 14th February 2022
 Day: Monday
 Weather Cond : Dry

Cars	52
Trucks	6
Bus	1
Van	7
Cyclist	0
M Bus	4
Trips	70

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
C	C	T	C	C	MB	C	C	MB
C	V	C	C	C	C	C	C	C
C	MB	C	C	T	C	V	C	C
T	C	C	T	C	C	C	C	C
C	C	C	C	C	V	C	V	C
C	C	C	C	C	C	C	C	C
B	C	C	V	C	C	V	T	MB
C	C	V	C	C				

Duration : 15 mins only
 Time: 15.35 to 15.50
 Date: 14th February 2022
 Day: Monday
 Weather Cond : Dry

Cars	72
Trucks	0
Bus	0
Van	6
Cyclist	1
M Bus	4
Trips	83

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
C	MB	MB	C	C	C	C	C	C
C	C	V	C	V	C	C	C	C
C	C	CY	MB	C	C	C	C	C
C	C	C	C	V	C	C	C	C
C	C	C	C	C	C	V	C	C
C	C							
C	C	C	C	C	C	C	C	V
C	C	C	C	C	C	C	C	C
C	V	C	C	C	C	C	C	C
C	C	C	C	C	GARDA	C	C	C

Duration : 15 mins only
 Time: 17.00 to 17.15
 Date: 14th February 2022
 Day: Monday
 Weather Cond : Dry

Cars	59
Trucks	1
Bus	0
Van	6
Cyclist	0
M Bus	2
Trips	68

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD									
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort			
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist									
C	V	C	C	V	C	C	C	C	C
C	C	C	C	C	C	40FT	MB	C	C
C	C	C	C	V	C	C	C	C	C
C	C	V	C	C	C	C	C	C	C
C	C	C	C	C	C				
C	C	C	C	C	C	C	C	C	C
C	C	C	C	C	V	C	C	C	C
MB	C	V	C	C	C	C	C	C	C

Notes on the 14th, last count of the day.

- 17.01 Outbound lane back to t junction
- 17.04 Outbound lane back to t junction
- 17.06 Outbound lane back to t junction
- 17.11 Outbound lane back to t junction
- 17.12 Outbound lane back to t junction
- 17.15 OUTBOUND LANES CLEAR

Duration : 20 mins only
 Time: 14.00 to 14.20
 Date: 15th February 2022
 Day: Tuesday
 Weather Cond : Dry, but roads wet

Cars	34
Trucks	7
Bus	2
Van	5
Cyclist	1
M Bus	3
Trips	52

Tractor & Lge Low Rise Trailer = 2 trucks

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
Tractor & Trailer	C	C	C	C	C	C		
V	V	C	C	C	C	C	C	C
C	C	C	C	MB	C	C	C	CY
C	T	T	B	V	C	V	T	B
C	C	C	C	C	C	C	MB	C
T	MB	C	T	C	C	V	C	

Duration : 10 mins only
 Time: 17.00 to 17.10
 Date: 15th February 2022
 Day: Tuesday
 Weather Cond : Dry

Cars	24
Trucks	2
Bus	2
Van	4
Cyclist	1
M Bus	1
Trips	34

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
B	C	C	MB	V	C	C	C	C
Truck	V	C	C	C	V	C	C	C
Truck	C	B						
C	C	CY	C	C	C	C	V	C
C	C	C	C					

Duration : 10 MINS
 Time: 13.10 to 13.20
 Date: 18th Feb
 Day: Friday
 Weather Cond : Very windy, wind alert

Cars	28
Trucks	2
Bus	
Van	2
Cyclist	
M	1
M Bus	1
Trips	34

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist								
V	C	C	T	C	C	C	C	C
C	C	C	C	C	C	C	V	
C	C	C	C	C	C	C	C	C
C	C	C	C	C	C	C	C	MB
T	Motor Bike	C	C	C	C			

100% VS 2ND LOCATION

Did not do the afternoon as traffic very light due to storm warning.

Duration : 10 mins
 Time: 13.00 to 13.10
 Date: 21st Feb
 Day: Monday
 Weather Cond : Stormy, wet conditions, half term

Cars	38
Trucks	0
Bus	1
Van	7
Cyclist	0
M	0
Cement T	0
M Bus	1
Trips	47

T* Cement Truck

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
CAR	C	C	C	C	C	V	C	C
V	C	C	MB	C	C			
C	C	V	C	C	C	V	C	V
C	C	C	C	C	C	C	C	B
C	c	C	V	C	C	C	C	C
V	C	C	C	C				

Duration :
 Time: 17.10 to 17.20
 Date: 21st Feb
 Day: Monday
 Weather Cond : Stormy, wet conditions, half term

Cars	
Trucks	
Bus	
Van	
Cyclist	
M	
Cement T	
M Bus	
Trips	0

T* Cement Truck

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
CAR	C	C	C	C	C	C	C	C
C	C	C		C	C	C	C	C
C	C							
C	V	C	T	C	CY	C	C	C
C	c	C	MB	C	C	C	C	C
C	C	C	C	C				

Duration : 15 MINS
 Time: 9.15 to 9.30
 Date: 22nd February
 Day: Tuesday
 Weather Cond : Showery

Cars	59
Trucks	4
Bus	2
Van	10
Cyclist	0
M Bike	0
M Bus	1
Trips	76

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
V	C	V	C	V	C	C	V	T
Car	C	V	C	MB	C	C	C	C
V	C	C						
C	C	C	C	C	C	C	C	T
C	T	V	C	C	C	C	C	C
C	B	C	C					
C	T	C	C	C	V	C	C	C
V	C	C	C	C	C	V	C	C
C	C	C	C	C	C	C	B	C
C	C	C	C	C	C			

Duration : 5 mins
 Time: 10.15 to 10.20
 Date: 22nd February
 Day: Tuesday
 Weather Cond : Showery

Cars	19
Trucks	1
Bus	2
Van	3
Cyclist	1
M Bike	0
M Bus	1
Trips	27

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
B	C	C	MB	C	C	C	C	C
C	C	C	C	C	C	B	C	C
C	V	C	C	V	T	V	C	CY

Duration : 15 mins
 Time: 4.00 to 4.15
 Date: 22nd February
 Day: Tuesday
 Weather Cond : Dry, clear, bright

Cars	59
Trucks	4
Bus	2
Van	10
Cyclist	0
M Bike	0
M Bus	1
Trips	76

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
V	C	V	C	V	C	C	V	T
Car	C	V	C	MB	C	C	C	C
V	C	C						
C	C	C	C	C	C	C	C	T
C	T	V	C	C	C	C	C	C
C	B	C	C					
C	T	C	C	C	V	C	C	C
V	C	C	C	C	C	V	C	C
C	C	C	C	C	C	C	B	C
C	C	C	C	C	C			

Duration : 10 MINS
 Time: 9.30 to 9.40
 Date: 25th February 2022
 Day: Friday
 Weather Cond : Dry

Cars	32
Trucks	1
Bus	0
Van	6
Cyclist	0
M Bike	0
M Bus	0
Trips	39

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
C	V	V	C	C	C	C	C	C
C	T	C	C	C	C	C	C	C
C	C	C	C	C	C	V	C	C
C	C	C	V	C	C	C	C	C
V	C	V						

Duration : 10 MINS
 Time: 13.00 to 13.10
 Date: 25th February 2022
 Day: Friday
 Weather Cond : Dry

Cars	45
Trucks	2
Bus	0
Van	6
Cyclist	2
M Bike	0
M Bus	3
Trips	58

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
V	C	C	C	C	C	V	C	C
C	MB	C	C	C	V	C	C	C
V	C	C	C	V	C	C	C	C
CY	C	MB	C	C	V	C	MB	C
C	C	C	C	C	C	T	C	C
C	C	CY	T	C	C	C	C	C
C	C	C	C					

Duration : 5 MINS
 Time: 4.30 to 4.35
 Date: 25th February
 Day: Friday
 Weather Cond : Dry

Cars	18
Trucks	0
Bus	1
Van	3
Cyclist	0
M Bike	3
M Bus	0
Trips	25

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
C	C	C	C	C	MB	C	C	C
C	C	B	C	C	C	V	V	C
C	MB	MB	V	C	C	C		

Duration : 5 MINS
 Time: 4.45 to 4.50
 Date: 25th February
 Day: Friday
 Weather Cond : Dry

Cars	22
Trucks	0
Bus	0
Van	0
Cyclist	0
M Bike	0
M Bus	0
Trips	22

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
C	C	C	C	C	C	C	C	C
C	C	C	C	C	C	C	C	C
C	C	C	C					

Duration : 5 mins
 Time: 5.00 to 5.05
 Date: 25th Febraury
 Day: Friday
 Weather Cond : Dry

Cars	20
Trucks	0
Bus	1
Van	2
Cyclist	0
M Bike	0
M Bus	1
Trips	24

NB : Outbound traffic back into yellow box, resulting in hold up for traffic trying to turn right.

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
B	C	C	C	C	C	C	C	C
C	C	C	C	C	C	C	C	C
C	C	MB	V	C	V			

Duration : 10 mins
 Time: 5.10 to 5.20
 Date: 25th February
 Day: Friday
 Weather Cond : Dry

Cars	45
Trucks	2
Bus	1
Van	7
Cyclist	1
M Bike	0
M Bus	0
Trips	56

T JUNCTION OLD LUCAN ROAD / LOWER KENNELSFORT ROAD								
Turned right			Turned in Parish Centre			Parked at Lwr Kennelsfort		
C - Car V - Van - T - Truck MB - Mini Bus - CY - Cyclist M - Motorbike								
C	C	V	C	C	C	C	C	C
C	C	C	C	C				
C	C	C	C	C	C	T	C	C
C	V	CY	V	C	C	C	C	C
B	C	C	V	C	C	C	C	C
V	T	C	C	C	C	C	C	V
C	V	C	C	C	C			

E MAIL CORRESPONDANCE TO BUS CONNECT

December 2020

Red Cow Cottages / Woodfarm Cottages / St. Fintan's Tce / Glenside Villas Residents Association



c/o 4 Red Cow Cottages, Palmerstown Village, Palmerstown,
Dublin 20. SDCC PPN : 0158

To : cbc@busconnects.ie

TO WHOM IT MAY CONCERN

14th December 2020

We are making the following observations based on the recent document received (Nov 2020) , which differs from those reviewed in March 2020.

Proposed Cycle Lanes

March Document : No cycle lane down the east side of the Village, from the Palmerstown House to the Applegreen Services Station. See below.

November Document : All on street parking removed from the northside of the Old Lucan Road, from the M50 Footbridge at Hollyville Lawns, down through Palmerstown Village to the Applegreen Service Stations, gone to facilitate a two-lane cycle way!

MAP 15: Preferred Routes

BusConnects Core Bus Corridors / G. Lucan > City Centre

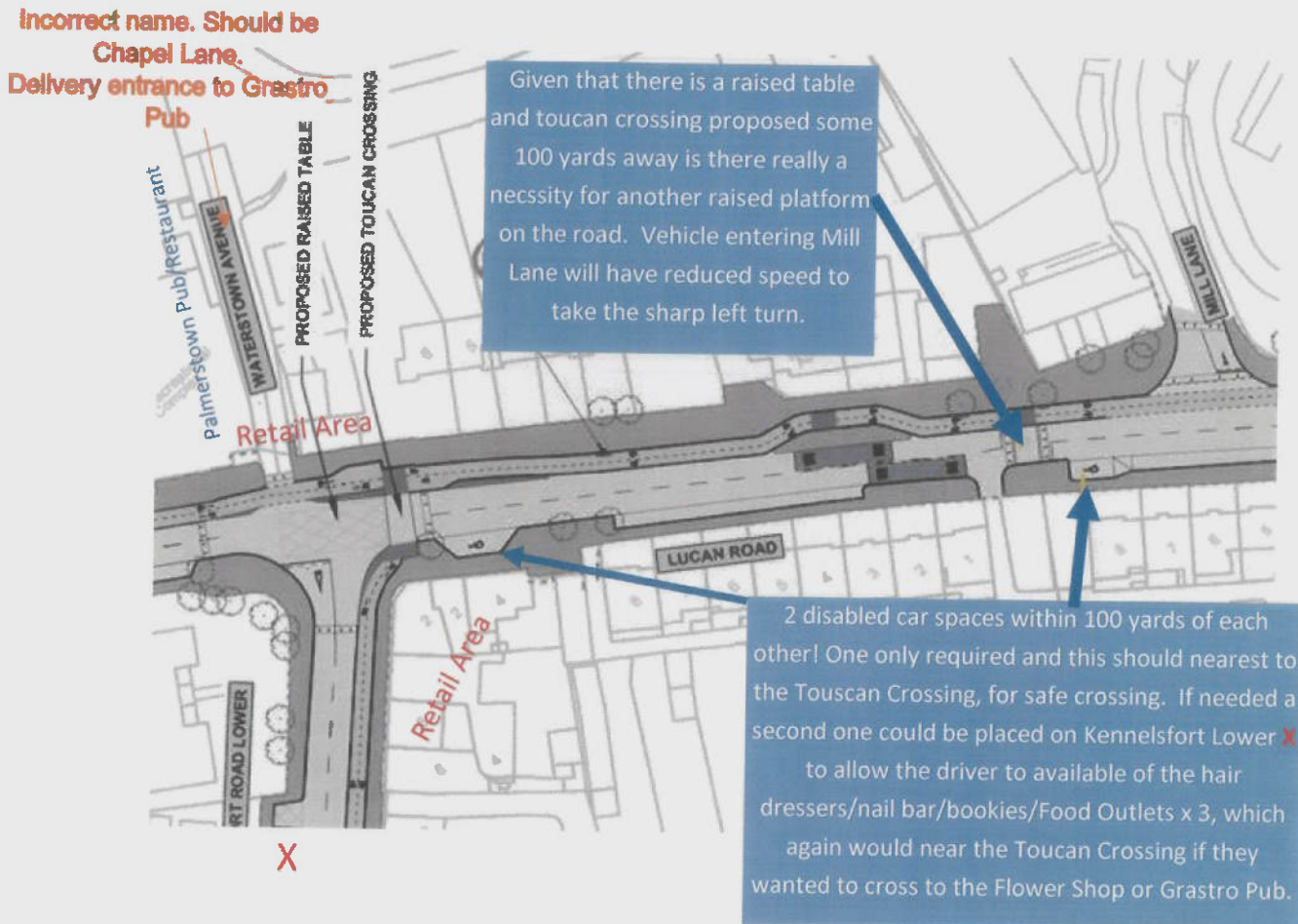


We do not see why there is a need for a designated cycle lane in Palmerstown Village given :-

- Less than 15 cyclists per day, Monday to Friday use the Village (citizen survey done in 2019). During Covid restrictions, movements are more or less the same.
- In 2018 the following questions was raised at the SDCC Lucan Area Committee Meeting, Tuesday May 22, 2018 (www.sdublincoco.ie/Meetings/ViewDocument/60097) :-
- "To ask will the Chief Executive please indicate when the road markings to protect cyclists will be provided on the part of the Liffey Valley Greenway which lies along the Old Lucan Road in Palmerstown Village? Will he indicate whether the cycleway will be provided exclusively on the existing roadway or is it proposed that some or all of it will encroach on existing pathways?"

- (3) Alternative connection point to R148 via the stripe of land adjacent to the Old Fassnidge site, where SDCC are building 4 set down housing units.

Given that disabled car spaces would have to be moved, for the introduction of cycle lanes from Lower Kennelsfort Road and the northside of the Old Lucan Road, we feel that the suggestion to have 2 disabled car spaces within 100 yards of each other is unwarranted. For the safety of the users, the preferred location, with the greatest access to businesses would be the one placed at The Jazz Hub, adjacent to the touscon crossing, especially given that the highest percentage of businesses are at this location ie Takeaways, Hair Saloon, Nail Bar, Betting Office, Solicitors and Dog Grooming Parlour.



It should also be noted that the proposal to remove up to 3 pay and display parking at number 8 Red Cow Cottages (who have no access to off street parking) will result in serve pressure on parking at Red Cow Cottages, as Nbr 1, Nbr 1A and Number 2 have no off street parking available to them.

Proposed Number 80 Bus Route Via Palmerstown Village - Bus Stops/Shelters

March Document : Located at Red Cow Cottages 1 – 3

November Document : Located at Woodfarm Cottages 1 – 3

We do not see a need for routing the No. 80 bus through the residential village of Palmerstown. Given the remarkably close proximity of the Village to the R148 (formally N4) and Kennelsfort Road Upper, which are serviced by some 11 bus services.

- There currently exists on the R148 a bus infrastructure with two bus stops on each side of the carriageway. Both sides of the carriageway are linked by a light controlled crossing and a

pedestrian bridge. Redesign of these stops could accommodate a safe pull in for buses to facilitate passengers accessing the bus services.

- The stopping by buses at platforms in the Village, will add to the traffic chaos as already outlined.
- The serious reality of antisocial behaviour at the platforms, which are within approx. 50 feet of well-established homes.
- Littering at the platforms is possible.
- Noise levels could be a disturbance to residents given the remarkably close proximity to homes.
- The visual impact for residents of buses parked outside of their homes will cause real anxiety and the shelters ruin the street scape adjacent to these artisan cottages.
- The introduction of a bus route into our Village at the east end, will result in us the Residents living on a traffic island.

At the online meeting in November it was mentioned by one of the hosts that this service was requested by Residents of the Village! Having spread the news to the homes in the area, to date out of the 320 homes within the Village, we have had been contacted, as of today date by 137 homes saying they did not request same. Had our movements not been restricted due to COVID-19, we would have had the opportunity to call a Town Hall Meeting to discuss this proposal with all resident of Palmerstown.

Residents from Hollyville Lawns, Old Lucan Road, the furthestmost away from the R148, have no greater a distance to travel than Residents of Wheatfield Road must currently travel to access bus services on the R148.

Recently planning permission has been granted for three (3) substantial developments within our Village i.e.

1. The Vincent Byrne Site – 250 build to let apartments with 5 visitor parking spaces provided.
2. The Bed & Breakfast – 53 Bedroom Boutique Hotel (*currently awaiting notification from ABP as applicant appealed conditions applied by SDCC regarding their request to park service vehicles on the roadside*).
3. Mr Prize – Low Cost Retail Outlet.

These developments will introduce excess levels of traffic into our village. This coupled with your intention to :-

1. Introduce a bus route into the east side the village.
2. A cycle route into the village resulting in the removal of 50 exiting Car Park Spaces from the village.
3. The removal of the left turn (East) to traffic exiting the Village at the Lr Kennelsfort Road junction, will cause absolute traffic chaos within our village.

Other influences that will undoubtedly further compound the matter are :-

1. The impact of additional traffic on Saturdays and Sundays at the two churches and other religious events i.e. Weddings, funerals, Communion and Conformations,

The bus stop suggested for Woodfarm Cottages (Nbr 1 to 3) will result in the removal of approximately 4 car spaces. It must be borne in mind that **not all homes** located at Woodfarm Cottages have access to off street parking. While one might look at the map and see large rear gardens, not all properties own same, or, have access to same. Number 1 and Number 2 Wood Farm Cottages for example are rentals, which currently account for 6 cars parked at this location. The back gardens of these two properties have already been developed. On the same block, number 8 has been development into a 7-bedroom shared house rental, this house currently has no access to on street parking, the number of cars and vans at this address can vary in number depending on the occupancy of the house at any given time. At present some of the overflow from

these properties park along the northside of the Old Lucan Road, where it is proposed to remove all parking to facilitate a two-lane cycle way.

Current on street parking (Permit Parking/Pay & Display) :-

- St. Fintans Tce – 8 on street spaces
- Red Cow Cottages – 9 on street spaces (depending on vehicle length ie van)
- Woodfarm Cottages – 9 on street spaces (depending on vehicle length)
- Glenside Terrace – 4 on street spaces

Photo taken on the 15th of November, at 12 noon. All Residents of Red Cow Cottages at home, and visitors and career parked on the northside of the road, which is also pay & Display.

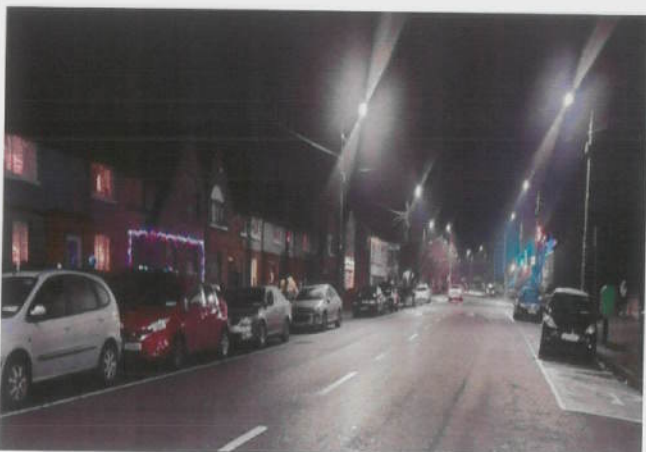


Photo taken on Sunday the 13th of December, at 12.15. Residents of RCC at home.



The picture below was taken on the night of December 12th at 9.30pm and shows the level of residents' cars parked up Woodfarm Cottages and Red Cow Cottages. Cars on the northside of the road, are visitors. The 'Go Car' was not present at the time of the photo but is normally parked in the immediate area.

Woodfarm Cottages. Visitors parked on northside of the road.



Red Cow Cottages. Resident parked on the northside of the road, at the Coach House, to leave space free for night Career arriving for Number 6 Red Cow Cottages



Monday 14th December, 3pm. All spaces at Woodfarm Cottages occupied by Residents. 1 space free at Red Cow Cottages.

Monday 14th December, 3pm. All spaces on the northside of the road occupied. 4 at Glenside/Clarkeville Tce and 2 at Coach House. Go Car parked up since late last night. No occupancy of disabled space, all day.



Staff and customer cars parked up the side of the bank, as all on street spaces occupied.

We noted from the online meeting that the bus service was required for Mill Lane! This is a lane, not a local road, with just 11 residential homes. While Stewarts Care Ltd is located on Mill Lane, they operate, like the other businesses in the Village from 9am to 5pm daily, Monday to Friday only. Given the gradient of Mill Lane most residents and employees use private vehicles, they do not walk up to avail of bus services daily.

Suggestion :-

- Use the existing bus stops on Lower Kennelsfort Road, inbound to Dublin at the Parish Centre, and out bound outside the retail units. These locations do not interfere with residents who live in the Village 24/7, 365 days of the year.
- Red Cow Cottages - alternative parking for residents and guests. Acquisitions of the rear derelict garden of Number 2 Red Cow Cottages (owner sold the house separately). Access to this site is directly off the adjoining laneway. For use by Red Cow Cottages residents and visitors

In summary, we feel that the lives of the Residents should be safeguarded, and their quality of life not eroded. As the plans stand, they will result in the destruction of the integrity of Palmerstown Village which is in our opinion is a special place to live and has it own special place in history. Our Residents Association's work in the community on a weekly basis, all year round, it is widely recognised by SDCC. We have won several awards for our endeavours in creating pride of place, sustainability, recycling and social inclusion. There is a great sense of community at our yearly Celie at the Crossroad to the turning on of the Village Christmas Tree, (completed with decorations hand made by various groups with whom we work with).

My contact details are below should you wish to discuss any aspect of this submission.

Yours faithfully

Alan McQuade

Alan McQuade
Chairman

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Example of lack of car parking at 12 noon, Sunday 13th December on the west side of the Village.

St Philemona Church

12 noon Mass. 20 car spaces. 2 drop and collect space at the front door. 2 car spaces at Shrine. Currently only 25 occupants are allowed into the Church. Car park full. 5 cars outside on the roadside, assume they are in the Church, as parking beside Palmerstown Vets is available.



Aldi Complex

Full, with the exception of 3 spots clear at Palmerstown Vets. 1xdisabled spot, 1xparent&child, 1 standard space. Weekly specials are not currently not been merchandised on Thursday and Sunday, to avoid ques.



Mr Price Discount Store

Car park full. Customers were observed using the Palmerstown Business Park as an overflow parking area. Picture could not be taken here as clients of Insanity Fit were present outside exercising.

REPLY : In a site inspection of this site, it was noted that both the volume and speed of traffic was low. Therefore, using the National Cycle Manual, a shared street arrangement, where cyclists share with general traffic would be the most appropriate facility in this case. If a cycle lane were installed this would mean that the existing parallel parking would need to be removed.

- Seriously jeopardize the standard of living currently enjoyed by Residents, which boost homes over 100 years old, mainly occupied by generational families.

Palmerstown Village is a residential community and not a commercial centre. It CANNOT, lose any on street parking, especially at residential homes, where off street parking is not available to some residents.

Visitor parking, Sunday 13th December 8.30pm, all four spaces at Glenside Tce/Clarkeville Tce, occupied.



The 40+ Businesses, who operate in the Village, Monday to Friday, would also be greatly affected by the removal of on street parking as their clients and associated traffic would be enormously affected. For those Businesses with open car parks, they would have to look at placing control barriers on same, which could cause potential risk to traffic and pedestrian movements. For example, during the day, the above 4 spaces at Glenside/Clarkeville are used during the day by customers of The Ulster Bank.

Suggestions:-

- (1) Leave as per current structure where cyclists use the same roadway as the motorists.
- (2) An alternative route, adjacent to the R148. There is a vacant site, on the Old Lucan Road, right in front of the M50 Pedestrian Cycle Bridge, which backs out onto the R148. This could be acquired, and the proposed cycles lanes could then be put back out onto the R148 (formally the N4).



Entrance Point to M50 Footbridge

