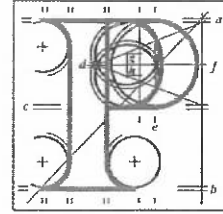


**Our Case Number:** ABP-314942-22

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Dr. Dan Ring  
Donnington Lodge  
Old Lucan Road  
Palmerstown Village  
Dublin 20  
D20 YF57

**Date:** 17 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

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64 Sráid Maoilbhríde	64 Mariborough Street
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D01 V902	D01 V902



# Dr. Dan Ring

Donnington Lodge,  
Old Lucan Road  
Palmerstown Village, D20 YF57  
086 8797273

10 January 2023

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

Lucan to City Centre Core Bus Corridor Scheme - BusConnects

Dear Sir / Madam,

I am a regular bus commuter, a cyclist, a car user, and resident of Palmerstown Village. While I appreciate the BusConnect initiative, I'm writing to raise an objection to many of the proposed changes to the area. Specifically the following:

1. The two-way bike line along the Old Lucan Road through Palmerstown Village (from the current 18 bus stop.) This can only be described as a follie, something that has little to no value and was decided on with no thought. Or rather it was decided to further a specific quota, such as "BusConnects has added X many km of cycle lane added", regardless of its value. If the aim is to improve cyclist safety, in general Palmerstown Village is adequate. A better way to improve cyclist safety would be to install a cycle lane on the N4, which would be of greater service to more people.
2. The impact of on-street parking as a result of the above two-way bike lane. A previous survey stated that the addition of the bike lane would remove ~50 on-street parking spaces. While I disagree with how that figure arose (a rough estimate puts it a lot higher), the impact of the reduction of that many parking spaces will be significant. This will be seen particularly towards the cul-de-sac of the Old Lucan Road, and along the road by the church / Aldi where there is regular and frequent contention for parking. Not only will residents and their visitors be punished for living on the wrong side of the bike lane, but the already challenging traffic chicanery will be exacerbated.

3. The cumulative effect of planning decisions on traffic. Adding a bike lane, in addition to the proposed changes at the Oval and Kennelsfort Road junctions (see points 5 and 6 below), will make the current traffic nightmare even more unbearable. Increasing road demand are various things like the Palmers Gate development, the new church application, the new hotel planning, and the new Part 8 planning at the end of the OLR (and more, such as those on the other side of Kennelsfort Road.) Decreasing road capacity are the changes to filter lights, to the addition of the pedestrian crossings, and the aforementioned bike lanes. The traffic sums don't add up. Already there is up to 20 minute wait to exit the village at peak times, the proposed changes will make that impossible.
4. The number 80 bus. As above, the number of detrimental and cumulative changes required to the area to facilitate an ineffective change to a bus route is utterly shocking, and shows a severe lack of forethought. This bus does not need to go through a small section of the village nor the changes required to support it.
5. The proposed changes at the Oval, i.e.
  1. Removal of left filter entering the Oval. This will cause more contention with cars, and make it unsafe for cyclists. The current situation doesn't impede bus travel and allows cyclists to maintain a safe position.
  2. The removal of the U-turn in centre island. The reality is that car drivers often need to change direction, removing this island will force more drivers into the village to make this turn, adding to the traffic problem.
  3. The 80 bus entering and exiting Palmerstown Village at Shaws Tree Services. The Shaws entrance is used a lot and will add significant delays to both bus passengers and car users.
6. The proposed changes at the Kennelsfort Road / R148 Junction, i.e.
  1. New pedestrian crossing underneath the Footbridge. From a safety perspective, adding a greater volume of foot traffic over the road is dangerous, particularly in an area where car users don't respect red lights due to the existing traffic volume. Unless traffic can be improved (and not worsened), it is reckless to add a pedestrian crossing. The current bridge is adequate, and a reasonable compromise for traffic and pedestrian accessibility.
  2. New staggered pedestrian crossing outside Palmers Gate Apartments Kennelsfort Road Lower. An Bord Pleanála's refusal report in 2018 said

“the provision of a single vehicular access/egress point at the junction of Kennelsfort Road and the R-148 would endanger public safety by reason of increased traffic movements.” As with the above crossing, pedestrian safety is paramount, but this crossing again shows lack of thought. It would be prudent to wait until the Palmers Gate development is finished and demands understood before making changes.

3. No filter left westbound from Kennelsfort Road Upper to M50. This filter is the one saving grace for the significant traffic congestion on Kennelsfort Road Upper. Removing the filter will compound the problem.
4. Single westbound carriageway from Kennelsfort Junction to M50. This is quite literally unbelievable, and is a clear demonstration of the lack of meaningful thought given to these plans.
7. On the environmental side, regarding the green embankment on North side of R148 used for plant storage during construction, a proper environmental impact analysis (EIA) has not been completed, with the current report containing the baffling omission of badgers known to be in the area. A condition to reinstate the area with mature trees should be included to minimise the damage to the area.

It appears that many of the proposed changes to the village are a result of a box-ticking exercise rather than sound reasoning and supporting the needs of actual bus passengers, cyclists and residents. I genuinely hope that a holistic view of the changes w.r.t. BusConnect objectives can be applied to the area, and decisions revised to provide real value to citizens.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dan Ring', written in a cursive style.

Dr. Dan Ring

