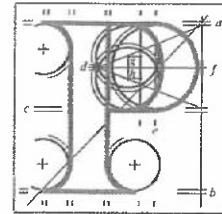


→ **Our Case Number:** ABP-314942-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Sanit Philomena's Parish
Parochial House
Old Lucan Road
Palmerstown
Dublin 20
D20 PW58

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 Marlborough Street
Baile Átha Cliath 1 Dublin 1
D01 V902 D01 V902

Observations from St Philomena's Parish, Palmerstown regarding the Bus Connect Proposals

We welcome new planning which takes the care for the environment into serious consideration so that we protect our piece of the earth for the future generations. We gave serious considerations to the NTA Planning Application with regard to how it facilitates and impacts on our local area with particular regard to maintaining and sustaining the integrity of our parish and community. We have good knowledge of the age profiles and particular needs that exist for our community and wish to facilitate a good quality of life for all through access of facilities as we move into an improving future.

The plan does not give due respect to the integrity of Palmerstown as a community, possibly because the details of life in the area are unknown to the planners. We struggle with the immense challenge of a physically fractured community with the N4 cutting a divide to provide infrastructure that ignores the fundamental movement needs of the resident population. Palmerstown is progressively becoming a commuting thoroughfare on the N4 and the current proposal increases this function of being a thoroughfare for the cycling population with no regard for the subsistence needs of the resident community. We certainly wish to be a sustainable neighbourhood and will work with the Council to best facilitate this, but we must first ensure that we have a neighbourhood that will truly sustain the inhabitants and make it an accessible place in which to live.

Plan to remove the 18 bus route and bus stops from the Old Lucan Road and Lower Kennelsfort Road:

The population of Palmerstown has more elderly makeup than most areas in Dublin. They rely heavily, and many exclusively, on public transport system. The 18 bus currently travels the length of the Old Lucan Road which facilitates many vulnerable people in categories below, in particular:

- Senior citizens throughout Palmerstown
- Residents of houses owned by Stewards Services throughout Palmerstown
- St John of God Services on the Old Lucan Road
- Simon Community in Riversdale on the Old Lucan Road
- Congregation of St Philomena's Church on the Old Lucan Road
- Those, on the Old Lucan Road, who use the Day Care services opposite Palmerstown House

All mentioned above require access to public transport to avail of connection to bus services on the N4 as well as travel to services in Cherry Orchard Hospital, St James' Hospital, doctors and dentists in Palmerstown shopping centre, pharmacy, chiropody, mental health services, day care services, etc. Most of those whom we name above would not be able to walk to the N4 Road. Also, many of our senior people require the 18 bus to bring them to the church and ALDI. The plan recommends provision of healthier modes of transport, but in this case it is a matter of providing no transport for many residents on the Old Lucan Road or for those aiming to access the Old Lucan Road from any other part of Palmerstown. The church is a place of vital social connection as well as a place of worship. Most attendees at daily 10.00am Mass present primarily for social connection, the only social connection for many during the day.

The current service provided by the number 18 bus is vital to maintain as it is the only way by which car free access may be utilised by all and particularly by those who are vulnerable. The current route provides service for all into the heart of the parish community to the end of the cul-de-sac as a

matter of necessity. It is impossible to encourage full public transport usage without maintaining this service as it is. Single person/single car usage will be increased, out of necessity, if the number 18 is removed. Removing the route would cut most senior citizens out of all community/parish/retail contact as it is the only mode of transport for a large proportion of people in accessing local and regional basic services.

A cycle lane or redirected bus route makes no provision for the needs of the vulnerable to access transport to other parts of Palmerstown, the city or health services. The vulnerable will become more isolated in an effort to facilitate through traffic for those from Lucan to the city and vice versa, with no regard for the needs of residents in accessing basic service needs.

Elimination of left hand turn from Village towards Oval /City:

The elimination of a left hand turn out of the village at Kennelsfort Road Lower means that all traffic driving towards Chapelizod /City or entering the estate roads to the east side of Kennelsfort Road will only have one route of exit at the junction of the Oval / Shaws. This will cause huge congestion and will also discommode all funerals on progress to Mount Jerome Cemetery, or Glasnevin Cemetery.

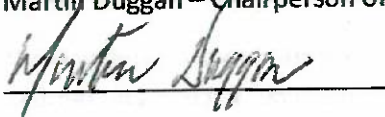
Many features in Palmerstown are named as protected structures, including some houses of residence and St Philomena's Church. There is a danger that the structures will merely be monumental and devoid of human use if they are not accessible by transport. Historical structures without a living community form the construct of a museum not a residential village.

Regarding the proposed cycle track:

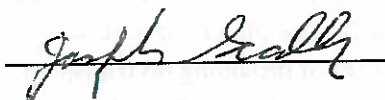
In relation to the cycle track, there is no need for a dedicated cycle space as this is really an estate road now, a cul-de-sac, and no longer the main Galway road. It now serves residents on the road and adjacent estates, and local businesses, and not through traffic. The integrity of this residential road space requires protection for the access by residents and business owners and users.

We trust you will give our observations serious consideration.

Martin Duggan – Chairperson of Parish Finance Committee



Joseph Scally – Secretary of Parish Finance Committee



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Parochial House
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Dublin 20 D20 PW58