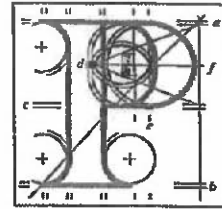


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



An
Bord
Pleanála

Anne McMonagle
14 Orwell Hall, Marianella
Orwell Road
Rathgar
Dublin 6
D06 F5Y6

Date: 10 July 2023

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

Tel (01) 858 8100
Glaó Áitiúil LoCall 1890 275 175
Facs (01) 872 2884
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

Re: TEMPLEOGUE / RATHFARNHAM TO CITY CENTRE CORE BUS CORRIDOR SCHEME

To Whom It May Concern:

I am supportive of public transport where it is practical and speedy, of course, and recognise that we need to get cars off the road. I genuinely believe we should have bitten the bullet on an underground system when it was proposed about 35 years ago, as these truly are the best way of nipping around any city – a multi-line system is particularly practical in terms of non-direct routes. This would have taken traffic off the roads a generation ago, resulting in a greener city now – literally and figuratively.

Trees

I am horrified at the number of trees that will be removed to facilitate great lumbering buses – how is that green or sustainable? Notwithstanding our buses going electric, their batteries are made of heavy metals and other unsustainable materials and practices, and the electricity sources required to charge them are potentially as polluting as the diesel in the older models.

Commuting Patterns

Has any further research been done since reopening after Covid to produce evidence-based plans on what travelling people are doing now, compared to whenever the Bus Connects plan was created?

Commuting patterns have changed considerably, with two immediate consequences that I can see:

1. Hybrid working has resulted on far fewer passengers on public transport on most days of the week.
2. So many people have changed jobs to work closer to home, rather than commute miles into the city centre of Dublin every day.
3. Having discovered working from home 5 days a week (or perhaps unemployment or under employment, well-funded by the covid support schemes) people have rediscovered their local suburban villages and are dining and shopping locally more than I ever remember.

If the above points are anecdotal, surely concrete evidence should be produced to see if there are changes to the way Dubliners are going about their lives now, and if things have really changed since this project began, then the Bus Connects plans should be revised considerably.

Suburban Villages/centres

All the way in from Spawell roundabout, the villages are bottlenecks, so no matter how much the road is widened, the buses are ending up on single lanes into narrow junctions to go through the old villages which surround Dublin. Unless there are plans to knock these down, or bypass them, every road widening project is kind of a waste of time as the wide roads will land into narrow much loved village crossroads – Templeogue, Terenure, Harolds Cross, Rathgar, Rathmines etc. Look at Donnybrook? The N11 is nothing short of a motorway, most inhospitable and sterile, and it still screeches to a halt once it arrives across Donnybrook bridge. An effective route in to town from way out but I wouldn't want to live along it anywhere.

Older/Less Mobile people

With all the emphasis on buses and bicycles, what are we thinking about our elderly or mobility impaired citizens? Are they to just stay home now? It will be literally impossible to drop someone to Sunday Mass in Rathmines, for example - never mind bring them to the door on their last journey. What about – for example – the Stella in Rathmines? Can't stop a car or a taxi outside that for 2 minutes to let someone out (that can't walk from the nearest carpark).

Certainly, lots of people can get a bus and walk 100m but many can't do more than 100m and that might be the distance from the nearest bus stop into the supermarket – with no energy or mileage left in them to get around the shop and do their messages. I know a lot of people in my area who

haven't been to Grafton Street since the 14/15s/140 started going down Georges Street instead of Dawson Street – it's just too far. Likewise, I believe the National Concert Hall had evidence of a significant drop in attendance numbers coinciding with the same route changes. *(No, the Luas does not cover the same neighbourhoods! Since my own recent house move, it is just that bit too far from me and I have changed to taking the bus; 14 or 15b since you ask – and both full in Rathgar by 7am so not a great solution for commuting. Fantastic for going out at night).*

Unintended traffic consequences

Would you consider introducing a trial of the traffic changes and bus gates BEFORE they cut down the trees and take slices off front gardens - to see how it works and if it works, and to find out in real time what the knock-on effects are on the areas where cars will reroute?

This way, no permanent infrastructure would be destroyed (yet) and useful information would be gathered, with an opportunity to tweak elements here and there if necessary.

I suggest a period of at least a month, and ideally in term time – how about this September? If it's only for a week or a weekend, people will just arrange to work from home to avoid having to deal with the new bus gates etc; over a period of a number of weeks, everyone will eventually hit the road and figure it out, and then you will get some results and feedback (and perhaps blowback) and hopefully new ideas will emerge from this experiment. The CPO process and resulting works will take a bit of time anyway, this is a way to use that time to some useful purpose.

And no trees or property will be harmed in the process.

The Trees.....

The beautiful trees that are finally growing and greening all of our Dublin suburbs - please please please be absolutely sure there is NO OTHER WAY before cutting them down and leaving us with a city that looks bare and horrible, with hundreds of huge buses racing around half empty, going places no one wants to visit, or work in or live in anymore.

Thank you.

Anne McMonagle
14 Orwell Hall, Marianella
Orwell Road
Rathgar
Dublin 6
D06 F5Y6

