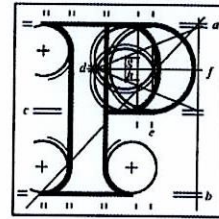


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Aoidhbhen Ó Curraoin
84 Parkmore Drive
Terenure
Dublin 6W
D6W X970

Date: 18 August 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 at laps@pleanala.ie

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

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Glaó Áitiúil	LoCall	1890 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

84 Parkmore Drive,
Terenure,
Dublin 6W X970.

15th August 2023

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

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

An Bord Pleanála Ref. HA29N.316272

Dear Sir/Madam,

I have several observations to make about the proposed Templeogue/Rathfarnham Bus corridor, and in particular those aspects of the proposals affecting the route from Templeogue Village to Terenure Village.

The requisite fee for these planning observations, being €50, has been paid, by way of credit card authorisation.

First-off, it is unclear what problem is being addressed by the proposed corridor – it seems to be a solution in search of a problem. The corridor proposal envisages marginal, perhaps illusory, time savings for the buses using the route, and, in addition, if the proposed bus timetables are to be believed, contemplate a near 50% reduction in the frequency of buses using the corridor. What is the corridor trying to achieve?

It is unclear how the desired modal shift to public transport, away from private cars, is to be accommodated if there is a reduction in bus passenger-carrying capacity along the corridor.

The proposed bus corridor fails to consider adequately alternative (and much cheaper) solutions. One of the more egregious examples of this is the proposed bus-gate in Terenure village, which will prevent city-bound traffic for accessing the village via the Templeogue Road. Instead, the thousands of motor vehicles that currently use the Templeogue Road, will be re-routed along Fortfield Road, to Kimmage and on towards the city. A simpler solution than the proposed bus gate would be to ensure that the existing bus priority traffic lights and lane on the Templeogue Road are operating properly.

The EIA for the Templeogue Rathfarnham bus corridor fails to consider the cumulative effects of other proposed bus corridor schemes, notably the one currently proposed for Kimmage and its effect on the

adjoining Templeogue/Rathfarnham corridor. The wholesale re-routing of traffic towards Kimmage, and the difficulties to be faced by motor traffic there under the Kimmage proposals, if the Templeogue Road cannot be used by city bound traffic, needs to be considered properly. Instead, the NTA has adopted a "project-splitting" approach, which minimises any difficulty with the Templeogue corridor, by failing to consider the in-combination effects of the related Kimmage proposals.

The proposal fails to consider adequately the impact of the proposals on Terenure residents. Taking an example, a car journey by me to the local Rathfarnham shopping centre is a distance of 1.4km. Under the proposals, on the return leg of that journey, there would now be a right-hand ban at the junction of Greenlea Road and Fortfield Road, obliging me to continue to the KCR and to access Parkmore Drive via Terenure Road West. This would double the return leg of that journey to just over 3km. Given the likely increased traffic volumes that will be accessing the city via Terenure Road West, there is also likely to be increased time delays as well.

There is also a heightened risk of so-called *rat-running* by motor vehicles which will accede to the obvious temptation and ignore the right-hand turn ban at Greenlea Road and try to access the lower part of Terenure Road West and on towards the city, via Greenlea Road and Parkmore Drive.

Finally, one last aspect of the proposed corridor that I am concerned with relates to the proposed bus-gate in Rathmines at Lissenfield. No consideration seems to have been given to the impact that would have on religious services in the nearby Rathmines Church of Mary Immaculate. Some amelioration of the proposal should be made to cater for these uses.

Yours sincerely,

Aoidhbhen Ó Curraoin