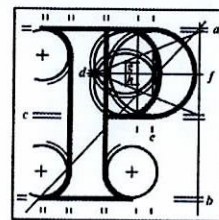


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Colin McKeeman
56 Terenure Road West
Dublin 6W
D6W E226

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

Bus Connects Submission to An Bord Pleanála in respect of the Templeogue/Rathfarnham to City Centre Core Bus Corridor

Bord Pleanála Case Reference: HA29N.316272

Written By Colin McKeeman – 15th August 2023

Home Address: 56 Terenure Road West, Dublin, D6W E226

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A key issue with the statement of the NTA objective is that whilst it may well deliver bus infrastructure along the corridor, the reality of which is disputable and perhaps it delivers integrated sustainable transport movement along the corridor, it does so at a significant cost to all other transport movement and individual lives in the peripheral road network surrounding the corridor.

In the proposed network map, whilst it shows a very small area that is affected by the bus corridors, bus gates, etc., what are not demonstrated are the other changes and the increasing traffic in the peripheral roads.

These surrounding roads are either not accessible at all because of a bus gate, or barred from access due to the implementation of a ban on right hand turns, will be choked with traffic forced off the main routes. This might be bearable if it were during rush hour/peak traffic times only, but it isn't – it's from 6am to 8pm every day of the week. The timing of the bus gate is nonsensical and an unnecessary diminution of the quality of life of the residents in that area. Residents will have to drive much longer routes to gain access and egress from their roads and to access hospitals, doctors, dentists, schools and shopping areas.

The 54A bus route as it was, proposed now as the F1, will be removed from its route along Templeville Road. This bus route will no longer travel the road outside Templeogue College, removing that direct connectivity up to a road running perpendicular to Templeville Road. Its route along the section of Templeville Road it traverses, Fortfield Park where there are two schools St Pius X boys and St Pius X girls national schools. On Fortfield Road where there is access to Terenure College, the proposed no right hand turns into Greenlea Road or Lavarna Grove, will be clogged with the traffic that would have otherwise been able to travel along Templeogue Road. The traffic surveys

carried out show that up to 7,404 vehicles that currently use Templeogue Road, 300 of which are HGVs, will be prohibited from so doing due to the bus gate. Consequently a huge number of vehicles will continue along the length of Fortfield Road, as they will be prohibited from going down Greenlea Road, or Lavarna Grove and thus cause a serious backlog of traffic trying to access the KCR intersection.

The bus stop on Templeogue Road at Bushy Park and Terenure College is being consolidated with the bus stop currently opposite Springfield Road – reducing two bus stops into one. This creates the following issue:

- The inbound bus stop is being relocated to a location close to the traffic lights at the junction of Templeogue Road and Fortfield Road, there are three problems with this:
 - There is an estate of houses and apartments on the grounds of Bushy Park House as well as Our Lady's School. There is a filter light turning right for inbound traffic into the estate and turning of the school drop off. Cars will be unable to pass any buses out at that bus stop because they will be impeded by cars turning right into that estate.
 - The volume of traffic turning left at those lights will be much higher due to the Templeogue Road/Terenure Place bus gate and the extra traffic volumes now will be impeded by a bus or buses stopped at the bus stop.
 - This will seriously impede the residents from those houses between the bus stop and the traffic lights from accessing and exiting their homes as it is more likely that buses will be stopped at the bus stop or the lights.

The original location meant that buses did not impede the flow of traffic as the road is wide enough to safely pass out. This is a ludicrous suggested change and bears no sense in the lived reality of using that road either currently or in future proposals. It is yet another example of the local knowledge that is required to ensure that the changes being proposed are reasonable and warranted.

All of these problems are being caused by the bus gate at Templeogue Road and the simple solution is that it should not be allowed. There is already a bus priority light there and these are being used extensively in the system without creating chaos.

How is access to Bushy Park going to be achieved? Where are car users going to park? Access to this park is going to be very limited or cars are going to park on the already overburdened and congested Fortfield Road as a consequence of the Templeogue Road changes and walk down. In the alternative there is going to a huge round trip along the Dodder View Road onto Rathfarnham Road and into Rathdown that way to be able to park to access the park

Terenure Village, Templeogue Village, Rathgar Village are all villages with independent histories that should have their character preserved. Yet the CPOs to facilitate this corridor are going to destroy this heritage.

Aspects of this plan that appear to have been overlooked or ignored include:-

1. Villages and Supermarkets: The bus corridor will traverse Templeogue Village, Rathfarnham Village and Terenure Village – but it will also impact traffic going to Kimmage/Sundrive, the

village closest to Mount Argus. These all have established businesses and are currently accessible by car, bus and bicycle.

- a. Delivery vehicles including HGVs will still need access to businesses in the villages and will now be diverted along alternative routes, their means of access to the businesses within the bus gates is unclear.
 - b. Terenure Village, Rathfarnham Village, Fortfield Park shops, Kimmage/Sundrive all have a large number of businesses catering for everything from butchers, greengrocers, florists, party supplies, hairdressers, credit union, bank, hardware, library, accountants, solicitors, gyms and many others. These are all businesses that are relied on by the local community and are viable because of the access to them by the local community. Compensation for loss of business needs to be considered as a reality for businesses who will be affected by the loss of footfall and with that the consideration of the loss of jobs.
2. There is a huge disparity even between the road treatments of the two different corridors. Kimmage Road Lower is arguably a narrower road and the bus gate there is limited to peak hours, though inexplicably on a Sunday also, while Templeogue Road is a 6am-8pm seven day a week bus gate rendering the road unusable during shopping times. Bus gates should be consistent in their usage times and limited to peak hours only and at most 6 days per week.
 3. The post office for Templeogue Village residents is located at Greenlea Road, a road which under the scheme a car will no longer be able to turn right into from Fortfield Road – so an elderly person going to 10am Mass in St Pius X church on a Friday and then around to the Post Office to collect their pension will have to park on Fortfield Road, cross the now incredibly busier road and go onto Greenlea Road to get to the Post Office. In the alternative they will drive through Wainsfort Green and out onto Fortfield Road to be able to turn left into Greenlea, this will bring traffic through the College and Wainsfort estates that otherwise wouldn't need to be there. The permanent ban on right hand turns are completely unnecessary and don't take account of the local needs such as the Post Office.
 4. The impact on Terenure Road West is not addressed in all of these plans, neither is there any treatment of it on the Kimmage Scheme CBC. Yet this road is going to take an even greater volume of traffic because it will be a conduit into Terenure by those not able to travel there via Templeogue Road and who are diverting because of the bus gate on Lower Kimmage Road. There are two schools directly accessed on Terenure Road West, being Presentation Primary and Secondary Schools, it is already an extremely busy road with significant delays. It is currently the route for the 15A and 17 buses. Under the new network plans it will still take two orbital routes, the S4 which will be every 10 minutes during week days and the 74 will be every 30 minutes on week days. The congestion on this road is going to make it a carpark, it is a completely implausible that this road isn't being properly considered within either of the two bus schemes.
 5. The schools in the area are all on roads that will now have a significant increase in traffic volumes, child safety does not appear to be a factor anywhere in these plans. Fortfield Park, Fortfield Road, Templeville Road, Terenure Road West, Bushy Park Road all have schools and yet these are the very roads that will have increased traffic volumes.
 6. The right turn bans are going to lead to a lot of u-turns in the areas where they apply and these will be done on roads that already have increased traffic volumes which is why the

turn bans have been put in place. The peripheral roads will become rat runs as a means to do a 'lawful' U-turn.

So in conclusion, this entire plan needs to be reconsidered particularly with a view to the impact that it is going to have on the wider community and also the minimal savings in public service travel time that Bus Connect seems to offer.

Colin McKeeman