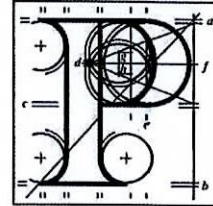


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Eileen Dolan
50 Highfield Court
Highfield Road
Rathgar

D06T9C6

Date: 15 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 (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 mean time, 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,

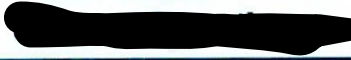
Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
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

50, Highfield Court,
Highfield Road,
Rathgar, Dublin 6,
D06 T9C6.



**An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1,
D01 V902**

**BusConnects Templeogue/Rathfarnham
8th August 2023
Bord Pleanála Case reference: HA29N.316272**

Dear Sirs,

This plan unnecessarily overburdens Rathgar village and the surrounding roads, but offers little benefit by way of improved public transport.

Residents, communities and businesses have been side-lined and are an afterthought in the proposals.

There was failure to inform the affected public of the proposed plan and changes thus stifling debate on the issue.

No alternative steps to achieve the desired outcome in favour of an irreversible plan with enormous adverse consequences have been provided.

Park and Ride facilities are only to be considered following the implementation of BusConnect, this is a glaring omission and should be implemented at the start of the plan.

No account has been taken of the effect on residents and businesses, of BusConnect in villages of Terenure, Rathgar, Rathmines and Ranelagh.

No modelling has been carried out of the effect on adjoining roads and subsidiary roads in particular the roads affected by rerouted traffic including Highfield Road

which were not designed to handle the volumes of displaced traffic into Highfield Road and the surrounding roads with the inevitable adverse effects on residents of those smaller streets and roads as a result of increased traffic flows and parking issues.

No provision has been made for access to schools, clubs, churches, leisure centers, sport clubs and other public amenities.

The felling of mature trees is counterproductive to the stated aim of improving air quality in the areas affected.

The road-widening, and narrowing of footpaths are detrimental to pedestrians in particular elderly residents and children.

Rathgar Village and Rathgar Road are not bus corridors they are a residential area with schools, hospitals, churches, shops and a vibrant community. Rathgar Village like other villages in Dublin are at risk of losing their identity due to the proposed BusConnects design which is based outdated traffic data collected in November 2019 and February 2020.

There is no study of alternative use of traffic lanes on Rathgar Road and Rathmines Road to allow for bus priority alternating morning and evening.

The NTA's routing of all buses from Templeogue/Tallaght and Rathfarnham through Rathgar Village puts a disproportionate burden on Rathgar and on Rathmines. These bus routes could have easily been separated with a bus service interconnection in Terenure Village and separate bus services along Terenure Road East (towards Rathgar) and, alternatively, along Terenure Road North and Harolds Cross Road.

The BusConnects' plan for this corridor has inexplicably bypassed the N81 and R137. The Rathfarnham to City Centre Quality Bus Corridor (QBC) has, for years, used the Harolds Cross Road as its route into the city center. The R137 was identified as a QBC because it is a shorter, more direct, unconvoluted, and wider route to the city center. BusConnects however plans to have buses turning down the mainly residential Terenure Road East.

Furthermore signage in Terenure currently directs incoming city traffic via Harolds Cross Road. The NTA's decision to totally discount the Harolds Cross Road has the effect of leaving a large wedge of the city underserved by public transport while overburdening Rathgar and Rathmines.

The NTA should not be permitted to advance a plan which fails to test the proposals and the outcome of such proposals.

I wish to adopt the submission made on behalf of the Rathgar Residents Association.

Please acknowledge receipt of this online letter and the accompanying payment of €50 to Eileen Dolan, 50 Highfield Court, Highfield Road, Rathgar, Dublin D06 T9C6, Email: [REDACTED]

Yours faithfully

Eileen Dolan