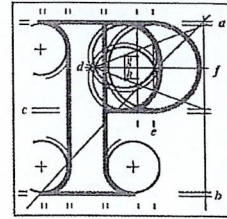


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Jim Byrne
7 Cambridge Road
Rathmines
Dublin 6

Date: 22 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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Jim Byrne

7 Cambridge Road

Rathmines

Dublin 6

13/08/2023

Observation on :

Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme

ABP 316272-23

The main reasons for my observations is the extreme extent to which these plans will have a negative effect on the day to day life of a huge amount of people who mostly are not aware of the implications of this due to a combination of the vastness of the plans and the convoluted descriptions and confusion by omissions of the effect of the bus corridors.

The fact that this route is being taken in isolation from other routes namely the KCR to Harolds Cross route is deceiving as people may not be aware of the huge effect that route will also take on general traffic movements and the massive restrictions that will take place.

Having grown up in Terenure and moving then to Portobello and now residing in Rathmines I am well aware of the traffic in all areas covered in the plan.

Overall the extreme length of operation time for the proposed bus gates of 6am to 8pm have absolutely no reasoning behind them and are completely unnecessary as these fall well beyond the "rush Hour" traffic times.

I travel on the roads between the times of 6.30 and 9 everyday in the direction of town and Terenure/Templeogue and so am well aware of the busy times.

The bus gate at Templeogue road which basically is resulting in a cul de sac has far reaching consequences for those who live all around it as people still have to make huge journeys even at non busy times to traverse this abomination which would not be served by this bus corridor which is being steamrolled through their village with no thoughts of the lives people have built up living their lives in the village and surrounding areas.

Moving on the the vast open space of rathgar road which will become an almost vast empty road with the removal of an outbound traffic lane which will result in a catastrophic backlog of traffic on Rathmines road upper and the inappropriate and thin Highfield road and all the smaller roads of Villiers, Neville and Templemore as people try to negotiate the turn from Rathmines road upper onto highfield road.

As it is the road is extremely tight from the junction of cowper mews to highfield road with an inability for bus or large vehicle to travel in the opposite direction to even a car at the same time.

Moving on to the deception by omission of the Rathmines road lower which basically cuts off the Rathmines residents from easy access to Portobello and the city centre.

The bus gate at St Marys College and lack of detail on the Portobello La Touche Bridge situation which is basically a cul de sac for general traffic even when the bus gate is not in use resulting in a huge increase in travel distance and time even outside busy traffic times which will have a big effect on me alone and the elderly population of these areas as my very elderly parents in law live in Portobello and travel time to them for all the various reasons of living will be drastically increased..

The plan does not detail the working of the Rathmines bus gate and the fact of whether it prevents all traffic traveling outbound over La Touche Bridge of passing up through Rathmines or where it is meant to go during the hours of 6am to 8 pm.

Is traffic meant to turn left and travel all the way down past leeson street bridge to then make a right hand turn up towards Donnybrook and then further along the route all flow up through Chelmsford road only as there is no left turn at Sallymount Ave on Ranelagh Road.

Th Bus Lane only over La Touche Bridge at any time in towards Richmond street is an absolute unnecessary disaster as it is at all time whether there is any traffic or not which in itself is going to lead to long travel distances and also unnecessary pollution.

The plan does not detail how anything but a car will be able to enter and leave Rathmines road lower with the now forcing of trucks and general traffic onto willams park, upr mount pleasant and Richmond hill all which will be much more affected by the traffic due to the closeness to the road of the housing and the smaller road width outside the tightness of the junctions.

There is also no detail of whether upr mount pleasant will now be two way again or one way in the direction of Belgrave square.

The removal of the right hand turn from Cullenswood Road to Ranelagh Road is just going to force a huge amount of traffic down through The Northbrook/ Dartmouth roads for no apparent reasoning with traffic accessing leeson street upper through Chelmsford road and the a wide little inhabited Appian way.

This will also result in large amounts of traffic making their way through the roads of Cambridge Road, Belgrave road, Ashfield, Merton, in an attempt to access Chelmsford Road which are not affected by the right hand ban exiting these roads and any other ban would result in cul de sacs !

Why does Marlborough road be protected from any of this traffic ?

To finish off< I would like to point out that commercial traffic is the lifeblood of the city and without it the city centre businesses will die which ultimately will affect employment and the ability of people to afford to live there.

These corridors due to their bus gate timing and the other restrictions will be the cause of more people having to deliver at night which is feasible maybe for big business but will put huge pressure on the smaller businesses of which a huge amount make up general city life.

The owners of these will be forced to work longer hours just to facilitate their businesses surviving.

Those supplying them will also now have to work shift or night work which is known to reduce length of life and cause reduction in health. All these things must be considered.