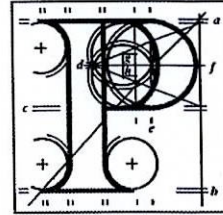


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

John Grant
11 Wasdale Grove
Terenure
Dublin 6
D06E102

Date: 11 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

Teil	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1800 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

AN BORD PLEANÁLA

LDG- 065296-23

ABP- 316272-23

25 JUL 2023

Fee: € 50 Type: CTA

Time: _____ By: post

11 Wasdale Grove
Terenure
Dublin 6
D06 E102

Email John@Grant-family.net

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

24th July 2023

Dear Sir/Madam

Re BusConnects - Templeogue/Rathfarnham to City Centre Bus Corridor Scheme

Please find enclosed my submission fee of €50 in respect of this observation to the above scheme.

I wish to make 2 specific observations in regard to this scheme:

1). Imposition of 30 kph speed limit from Rathfarnham Road to the City Centre.

This is a distance of approx 5.5km and this reduction from the existing 50kph will add up to nearly 5 minutes additional journey time along this route. Given that the primary aim of the entire BusConnects project is to reduce travel time for buses into the City centre, this unnecessary imposition seems perverse, particularly given that the time saving of all the measures proposed, and expense incurred, of this corridor is only about this anyway.

There probably is a need for limited 30kph speed limits along parts the route, such as the existing one through Terenure Cross, but the stated rationale for this limit along the entire corridor that it provides "*legibility for road users along the route and to avoid frequent increases and decreases in speed limits*" is frankly insulting to road users.

2). Introduction of "Quiet Cycleway" along Wasdale Park/Grove and Victoria Road

To non-cyclists unfamiliar with the local area, this may seem like a good idea. However, as a cyclist myself, and a resident of Wasdale Grove, the perceived safety gains to cyclists of this cycleway do not stack up, and in fact may prove more dangerous to cyclists.

While there is clearly less traffic along Wasdale Park/Grove/Victoria Road than Bushy Park Road/Zion Road, there remains a constant movement of vehicles moving between Bushy Park Road and Terenure Road East, as well as local traffic from over 200 properties along these routes and Glenayr Road and Greenmount Road (including Cremorne and Greenmount Lawns) that lead into them.

/cont.

Along Victoria Road in particular, where parked cars line both sides of the road for most of its length, there is limited space for a car and bicycle to pass each other safely when travelling in opposite directions. Any significant increase in cycling traffic will render this more dangerous for cyclists as drivers will be less inclined to continuously stop to allow cyclists to pass (as they should at present, although in my experience often don't).

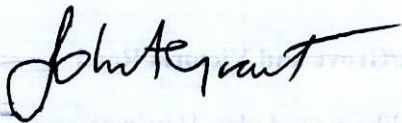
To illustrate, the width of Victoria Road between the white parking lines is around 4.1m for most of its length. The average car is a little over 2m wide between wing mirror tips (obviously delivery vans, public service vehicles etc are a lot wider), and the average bicycle/cyclist a little over 60cm wide. Assuming 30 – 50cm between the travelling vehicle and the parked cars on their left, this leaves around 1.6m total for the cyclist to negotiate passing between the parked cars to their left and the (usually moving) car, or less than 50cm each side – not very much considering the 1m recommended minimum distance for a vehicle passing a cyclist on the open road (below 50kph – which is the potential effective speed if the car is travelling at 30kph and the cyclist at 20kph in the opposite direction).

I can also personally vouch that however carefully I pull out of my drive on Wasdale Grove in my car, the limited sight lines caused by parked cars, to my right in particular, cause extreme difficulty seeing an approaching cyclist, particularly one travelling at speed and/or at night. The same will be true for all of Wasdale Park and Grove, and the handful of driveways and turnoffs for Victoria Road. I have twice had “near miss” accidents with cyclists in recent years (with the limited number of cyclists that currently use the road), and any increase in the number of cyclists makes me fearful the next one won't be a “miss”.

Conversely, Bushy Park Road and Zion Road themselves are, in the main, wide enough to accommodate cycle lanes in addition to the vehicular carriageways. With the removal of on-street parking on Zion Road in particular (there are only 4 or 5 spaces anyway, all outside properties with extensive off street parking), these roads become perfectly safe for cyclists.

Finally, the destination/origin for many cyclists will be children cycling to/from the High School on Zion Road (800 pupils), or Zion National School on Bushy Park Road (120 pupils), both only accessible by cycling along either Zion Road or Bushy Park Road anyway. Why not simply make these roads the safer option for all cyclists?

Yours sincerely,



John Grant