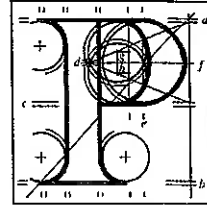


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

John Perham and Valerie Henderson
139 Templeogue Road
terenure
Dublin 6W
D6WWP26

Date: 16 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
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

139 Templeogue Road
Terenure
Dublin D6W WP26, Ireland

Telephone: (353) 86-236-9778
Email: john@perham.ie

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

August 14, 2023

Dear Sirs

Re: Bus Corridor through Terenure - Bord Pleanála Case Reference: HA29N.316272

We live on the Templeogue Road between Terenure College and Lakelands Park. We are in our mid-sixties and need to use a car for shopping and keeping in contact with our community.

We are very cognisant of the need to reduce the use of cars to assist in reducing emissions and protect the environment. However, this totally depends on putting a very good public transport system in place. The proposal for Templeogue Road reduces our public transport. Also, public transport cannot be utilised by all in the community (elderly, infirm and disabled) or for all purposes (supermarket shopping and access to local activities not on public transport routes). For example, going to Dundrum or Churchtown from Templeogue Road will require 2 or 3 busses for what is a 10 minute drive in a car. No one is going to make 2 or 3 changes of bus for what can be achieved by a 10 minute drive.

These major changes to roads and access will cause environmental damage (cutting trees and longer journeys along small suburban roads) and apparently it will only result in a minimal shortening of bus journey time into the city centre – if you can actually get on a bus.

It is proposed to have a bus gate on our road close to Olney Crescent. The gate is proposed to be in operation from 6am to 8pm, seven days per week. Templeogue Road will be changed from being an artery road into the city to a very long inbound cul-de-sac for motor vehicles. In our view, the bus gate should only operate during the morning rush hour which could be from 7 – 10am. Outside of those hours, the road is fairly quiet so the bus gate would serve little purpose other than inconvenience vehicle users and force them to add considerable distance onto their journeys.

Dublin City Council is passing land to TFI/Bus Connects which will result in mass cutting down of trees on transferred land. This is not environmentally friendly and will further add to the already serious situation of Global Warming as trees help to absorb carbon dioxide.

There is no consideration of the needs of disabled and elderly people. They need to use cars to get to doctors, hospitals and supermarkets – none of which can easily be reached by bus. From our house, the journey to Aldi in Terenure will increase from 0.5km to 3.5km. The journey to Tesco in Rathfarnham will increase by 2km. The journey to Rathfarnham Parish

church will increase by 2.5km. Consideration should be given to allowing outbound traffic to turn left from Templeogue Road at the Springfield junction in order for people to have easy access to Rathfarnham Shopping Centre, instead of shutting off this slip road.

Currently it is not possible to get a bus on Templeogue Road into the city centre during rush hours without a very long wait due to the busses already being full. It is proposed that the number of busses going into the city centre will be reduced so the problem will be made worse. Additional apartments are being built further out of the city which are on our current bus routes and this will exacerbate the problem. From this side of the city, access to the city centre will worsen until a light railway solution is adopted and it is the only sensible solution.

Cyclists do not always use the cycle tracks provided for them and they continue to use road space set aside for cars. This slows the traffic and steps should be taken to enforce the cycle lanes being used by cyclists and these steps should be in the form of fines.

Recently, in busy traffic going through Templeogue Village which already has been set up with cycle lanes and narrow lanes for cars, we witnessed a situation whereby an ambulance faced considerable delay because it was impossible for traffic to move to the sides to allow the ambulance to pass. One of the reasons for the delay was that a bus had to allow several passengers to disembark and embark and its ramp was also being used. The way the road is currently laid out, the bus stop is not in the bus lane but is in the lane which is used by all traffic. This problem is likely to be repeated on various routes covered by TFI/Bus Connects and will surely affect other emergency vehicles and result in delays which will endanger lives.

We feel that older people or those with illnesses will be trapped in their houses due to being unable to use their cars for short journeys. Easy access to local amenities will become much more difficult than at present and if people are stuck in their homes, mental health problems are a likely outcome.

The issues raised are important to us but are significant to the daily lives of all people living in this sector of the city and need to be addressed before the project goes any further.

Yours faithfully

John Perham and Valerie Henderson