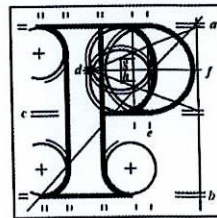


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Karen Quirk
19 Charleville Road
Rathmines
Dublin 6
DO6 C8PO

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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Glao Áitiúil
Facs
Lálthreán Gréasáin
Ríomhphost

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64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

To: An Bord Pleanála,
Strategic Infrastructure Division,
64 Marlborough St,
Dublin 1.
DO1 V902

RE. TEMPLEOGUE/RATHFARNHAM TO CITY CENTRE CORE BUS CORRIDOR SCHEME.
APPLICATION NO. 316272.

SUBMISSIONS/OBSERVATIONS OF KAREN QUIRK 19 CHARLEVILLE ROAD, RATHMINES,
DUBLIN 6. DO 6 D8PO

13TH AUGUST 2023

Dear Sir/Madam,

I am a resident of 19 Charleville Road, Rathmines, Dublin 6. DO6 C8PO.

I wish to object to the proposed Busgate envisaged for lower Rathmines road and the ensuing redirection of traffic caused by this new bus corridor scheme. I should start by saying that I am in favour of enhanced use of public transport. I am also in favour of the provision of more cycle lanes. My difficulty with the current proposal is that, I believe, the detail of what is being proposed has not been thought through nor has there been sufficient consultation with the local community in respect of the envisaged project.

As a householder, I should preface my comments by saying that I take the bus to work from Rathmines Road between 9-9.30am most mornings. I find the service is excellent. The delays are also few. I am seldom unable to secure a seat. Significantly, since Covid, I note the numbers of people on the bus especially in the mornings are fewer. In the circumstances, I question why there has to be such a significant increase in the numbers of buses on the road especially, if such a large number of people are choosing to work from home at present?

If, as is intended, a Busgate is placed on lower Rathmines Road, I understand that it will be there 24/7 from 6am to 8pm between the entrance to St Mary's and Lissenfield. I question the wisdom of having a virtual prohibition on cars being able to drive down lower Rathmines Road beyond St Mary's. If this situation pertains, it seems cars will for the most part no longer be able to drive down lower Rathmines Road. To get into town these cars will however have to be redirected down other side roads off the Lower Rathmines Road leading in turn to these side roads becoming more congested. Directing traffic off main artery roads on to side roads is simply addressing one problem to create another. It will lead to even more traffic congestion and more air pollution on minor roads. Many of these minor roads are not designed to take such level of traffic making them even more dangerous for cars, pedestrians, cyclists etc...

If the numbers of buses traveling through Rathmines is now increased significantly, I believe that Rathmines will in effect become a dedicated bus corridor. We have seen this happen in many parts of the city e.g. Donnybrook. When an area becomes, in effect, a dedicated traffic artery to the point that it loses its village feel, much of the charm goes out of it. I have lived in Rathmines for over 25 years. In that time the area has travelled a journey moving from being "soulless flat land with few amenities" to "vibrant trendy village" with the attraction of many amenities, good shopping and lots of street furniture. Are you now proposing to risk all this for the sake of possibly gaining a short few minutes on a bus journey from the suburbs into the city centre?

There are two exits from the Charleville road. One is by way of Wynnefield Road. The other is by way of Leinster Road. At present the exit from Charleville Road via Wynnefield Road on to the main Rathmines Road is highly dangerous such is the number of cars and buses on Rathmines road. Buses make the exit particularly hazardous being so large and coming around the bend at speed from Upper Rathmines Road. If the number of buses on the main Rathmines Road now significantly increases (as is apparently envisaged by this scheme) this exit will become significantly more hazardous.

At present the exit from Charleville Road onto Leinster Road is also highly problematic at certain times of the day. At peak traffic times (early morning and late afternoon), it is virtually impossible to make this exit in any way expeditiously since the traffic on Leinster road is often at a standstill. The issue is further compounded by the fact that there is a school on Charleville Road. At school start and finish times, it is also very difficult to exit from Charleville Road onto Leinster Road. If the number of the cars on the Leinster road increase, as is envisaged will happen under this scheme, residents of Charleville Road will surely find themselves even greater prisoners of circumstances than they are at present unable to exit the road for even more significant periods of the day in a car. The point must also be made that students going to and from the St Louis High School on Charleville Road are entitled to a reasonably safe access and egress from their school each day. How can this be assured if the number of cars on Leinster Road is to significantly increase with the likely ensuing further traffic chaos to be caused on Charleville Road.

Finally, I note this is a project that is estimated will come at a significant financial cost. Why, I ask myself are these monies not being directed into the extension of the Luas or the building of a metro?. This is what, I believe, Dublin with its fast growing population really needs. Is this not the legacy we should be trying to leave for the next generation rather than a scheme which may be well intentioned but is in fact is fatally flawed attempting as it does to solve some problems but ultimately serves to create many more.

In the event, I am calling for this scheme not to proceed. At the very least such are the many practical, environmental and legal issues that now arise in the context of this proposed scheme, I am calling for a comprehensive consultative process to take place in the form of an oral hearing in an attempt to address in as open and transparent a fashion as possible the many issues that are of concern to residents.

Yours sincerely,

Karen Quirk