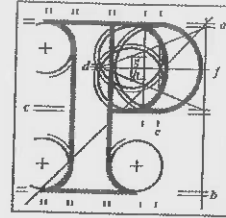


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Leila Anglade
3 Oaklands Drive
Rathgar
Dublin 6

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
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Leila Anglade

3 Oaklands Drive, Rathgar, Dublin 6

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

4th, August 2023

Submission re Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme and

Proposed plan for Highfield Road

To An Bord Pleanála Board,

As a Rathgar resident, the streetscape and public realm of the Rathgar area are a quintessential part of its makeup. It is an historic urban village and an important part of the fabric of Dublin.

I am a member of the Rathgar Association residents and therefore I agree with everything already submitted by the Rathgar Residents Association.

My additional points concern mostly Highfield Road:

The proposed plan will transform Highfield Road into the main access road to Rathgar from the city centre. Already, Highfield road is impracticable at rush hour as I cannot take a large amount of traffic. The proposed plan will therefore lead to major congestion and major pollution on the road due to the congestion.

It will become dangerous for residents and their children to cycle on Highfield road. Highfield road is too narrow to accommodate a cycling path. As a result, residents who cycle, which is a great mode of transportation, will have to negotiate a road blocked by traffic and bus corridors, all of which on a narrow road. Residents will have to give up cyclin, particularly when they have children, which is hardly a beneficial effect.

The congestion resulting from the proposed plan will affect traffic going in and out of St. Luke's hospital, making it awkward for staff and patients to access the hospital and delaying ambulances going in and out of the hospital. This is unacceptable as it could jeopardize the care of very ill patients since the hospital is one of the main oncology hospitals in Dublin.

The proposed plan includes 2 new bus corridors on Highfield Road. Part of the road is extremely narrow and as a result, the pavement in some parts of the road is barely wide enough to allow prams to navigate it safely. 2 people walking together ca not walk on the pavement side by side. Having buses on the road will lead undoubtedly to fatalities and

people will get injured. It is unsafe. I doubt very much that the width of the sidewalks has been measured while developing the plan.

A lot of people work remotely since Covid and the need for massive bus connections is outdated. Many other cities now favour other means of transportation, which are more in tune with our new ways of living and working.

Overall the current plans overburden Rathgar village and surrounding roads with an increase of bus frequency which will be detrimental to the liveability of our village and area. The NTA's insistence on routing 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. Indeed, the interconnection of bus services lies at the centre of the Busconnects ethos so it is very difficult to understand the proposal to route all those buses along one route only (through Rathgar).

BusConnects' plans propose a total change in the dynamic of these roads, in particular Highfield Road which will now see an increase of traffic and the introduction of a new Orbital bus route. Many other side streets in our area will suffer devastating knock on effects including increased traffic, increased emissions due to congestion, one way systems and increased dangers to pedestrian and cyclists on smaller roads.

It has always been clear that a comprehensive underground metro would allow Dublin's residents, commuters and visitors to access the city and its environs whilst saving Dublin's environment, built heritage and special character. The introduction of school buses would also make a vast improvement to the lives of both families and residents across Dublin.

The traffic going in and out of St Luks's hospital will be greatly affected, penalizing both staff and cancer patients attending the hospital. This is not acceptable.

Leila Anglade

Rathgar resident