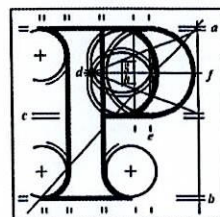


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Marina Lynch & Kingston Mills
30 Brighton Rd
Rathgar
Dublin 6
D06TX20

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

Tell	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála

30 Brighton Rd
Rathgar
Dublin 6
D06TX20

14th August 2023

We write to express our concern about the proposed BusConnects plan but, in particular, the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme. We are concerned that the plan was conceived prior to the COVID-19 pandemic and no consideration has been given to revised changes in work practices, and therefore transport needs (bus, private vehicles and cycles). At the very least, an analysis of bus speeds and punctuality should be carried out before embarking on this project that will have serious ramifications for many neighbourhoods. With respect to the Rathfarnham – City route, these include removing bus stops and loss of cycling lanes, for example Terenure Road East, both of which are in direct conflict with the objective of improving the infrastructure for cyclists and accessibility for the public.

The plan to widen roads impacts on the community by the extent of the land take and removal of trees. Again using Terenure Road East as an example, this move will markedly reduce green areas and several very old and established trees and there can be no avoiding the conclusion that this will negatively impact the environment. This road is ideal for extending the bus priority (which already exists on the south-north route) as a strategy, especially when widening this particular road, and the destruction that is inevitable, will do nothing to improve bus movement through 2 pinch points, Terenure village and Rathmines village, and to a lesser extent, Rathgar village. It is difficult to accept that the changes to this bus corridor will reduce journey times by 40-50% and, at the very least, the public should have access to the evidence that supports this contention before decisions are finalised.

The saddest thing of all is that this terrible destruction of a neighbourhood where the authorities are proposing a US-style highway, is to meet the specific aim of “improving bus speeds, reliability and punctuality” which are issues that arise only during term-time - half of the year. A simple solution would be to provide a comprehensive free school bus service.

Bus transport, especially those that run on fossil fuels, can never deliver on the stated aim of providing “improved and sustainable connectivity and integration”. This would be far better served with an electric light rail/tram service (Luas), which is more sustainable and future-proof, and far more likely to “Support the delivery of an efficient, low carbon and climate resilient public transport service”. Clearly, this would be a longer term and more ambitious plan than creating bus corridors, but interim arrangements would ensure that the stated aim, and many of the sub-aims (<https://busconnects.ie/wp-content/uploads/2021/01/aims-and-objectives-a4-web.pdf>) are met. These arrangement might include:

1. A congestion charge for private cars travelling into the city.
2. Developing and increasing bus priority lanes at the expense of private vehicles.
3. Providing a comprehensive free school bus service.

It is stated that "...the public realm is carefully considered in the design and development of the transport infrastructure". How, exactly, will the public know that the planners have "carefully considered" their objections and concerns? Without a means of assessing this, the statement is baseless.

Yours faithfully

Prof Marina Lynch
Prof Kingston Mills