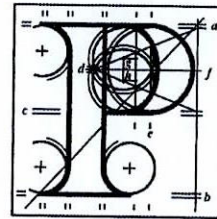


**Our Case Number:** ABP-316272-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Martin & Bernie Gibbons  
24 Rathdown Crescent  
Terenure Road West  
Co. Dublin

**Date:** 18 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](mailto: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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Martin & Bernie Gibbons

24 Rathdown Crescent

Terenure Road West

Dublin

An Bord Pleanála

64 Marlborough Street

Dublin 1

RE: Templeogue/Rathfarnham to City Centre BusConnects

To Whom it May Concern,

I am writing in relation to the scheme proposals for the Templeogue/Rathfarnham to City Centre BusConnects Scheme and the impacts that the scheme will bring to myself and my family.

Although I am in favour overall of the scheme, there are a number of concerns that I have on specific details that are within the surrounding area of my residential estate.

#### **Right Turn Ban into Rathdown Crescent**

It is proposed to ban right turn movements from the main Terenure Road West to my residential estate of Rathdown. I understand that this is to deter rat running through the estate, however, this will negatively impact on the daily movements of a lot of residents within this estate. Residents/visitors that are approaching from the south, and travelling northbound, will need to detour along Dodder View Road, turning left at the Dodder View Road / R114 junction and left again at the Rathfarnham Road / Rathdown Park junction. There is currently a short left turn lane into the estate to cater for residents. It is proposed, under this scheme, to remove this short left lane and have straight and left turning traffic within one traffic lane only. With the expected increase in residential traffic at this junction due to the right turn ban at the other side of the estate, this may result in increased traffic delays and queuing at this junction.

Could the left turn short lane be reinstated here to accommodate left turning vehicles? Or could the right turn ban into the estate from Bushy Park be for general traffic only, with local access to residents still permitted?

#### **Cycle Lane Terminating close to Residential Accesses**

It is proposed to route southbound cyclists and pedestrians into the Rathdown estate (sheet 36 in GA drawings) from the Templeogue Road, breaking through the wall. This cycle track and footpath ends abruptly at Rathdown Drive, very close to residential driveways, myself and my neighbours. There are vehicles parked daily on the road along this short section of Rathdown Drive (a mixture of residents and visitors to the GAA pitches and Bushy Park) and visibility is already difficult driving through here. With the addition of cyclists coming out onto this road, there is a risk of collisions here between vehicles and cyclists. There is already the option for cyclists to travel up to the small roundabout which provides a more formalised route for cyclists to follow. The roundabout option gives more visibility between cyclists and vehicles approaching the roundabout.

I would ask that the proposed cycle access into Rathdown Drive be removed and that cyclists use the existing access into the roundabout instead. I am worried that visibility will be a big issue in this area.

#### **Rathdown Drive Quiet Street**

It is proposed to route cyclists along Rathdown Drive as a Quiet Street treatment. Ordinarily I would not have any issue with this as this street carries less traffic than the main Templeogue Road. I am concerned, however, that this street carries a significant level of informal on-street parking the whole length of the street. This parking is a mixture of residents, visitors and visitors to Bushy Park. This reduces the street to the width of one traffic lane instead of two traffic lanes. At the minute, it operates as an informal pull in shuttle system along the street with drivers giving way as they see fit.

With the proposals of adding cyclists on street in both directions, there is a risk that cyclists may be squeezed in here as drivers may get frustrated with the lack of road space and try to drive past them, effectively squeezing them in between parked cars and moving cars. I don't think there is enough space here to accommodate two-way traffic with cyclists as well as informal parking on street (Which happens daily) and the safety of cyclists here may be an issue.

There are a couple of suggestions that could be considered here to alleviate potential safety issues. The residential street of Rathdown Drive could be given double yellow lines in particular locations to bring the street back to a two traffic lane width and safely accommodate all modes. Another option to consider is to allow cyclists travelling northbound to use the proposed footpath track within the grassed area. This would reduce the number of cyclists travelling on the on the road itself.

#### **Conclusion**

I would hope that the Bord would consider the design concerns that I have raised and implement some changes to the scheme proposals. I am also aware of the many residents along the scheme that are very concerned with the changes and have called for an oral hearing so that their concerns can be voiced. I would also be in favour of an oral hearing on this scheme.

Thank you for taking the time to go through all these submissions and we look forward to your responses.

Kind Regards,

Martin Gibbons