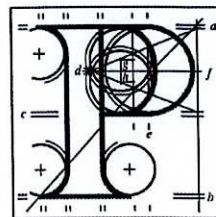


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Maurice Dorney & Dympna Dorney
55 Highfield
Rathgar
Dublin 6
D06 K2W8

Date: 07 July 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.

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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

55 Highfield Road,
Rathgar,
Dublin 6,
D06K2W8

Observations on BusConnects Templeogue/Rathfarnham to City Centre

The plan proposed was designed for the traffic circumstances of 4-5 years ago. It needs reassessment due to adjustments in the post Covid office work pattern, to ensure that the proposed changes are sufficiently worthwhile. And can be adapted to meet future needs which inevitably will arise. This should be done prior to planning approval.

The proposed changes are supposed to contribute to a smoother running and sustainable city. There is nothing in the proposal which addresses the key issue of congestion. Introduction of a congestion charge for cars entering the city (however defined) at peak times (say 7am to 10am and 4pm to 7pm) would provide a strong incentive to switch to other more sustainable modes of access to the city. This would necessitate creation of several new 'park & ride' facilities on the border of the city as defined, with bus connectivity assured. The congestion charge could be adjusted upwards sensibly over a 3 to 5 year timeframe to part fund other sustainable access routes.

Making Rathgar Road one-way towards the city center will provide some benefit to car access times but the linked need to use alternative outward routes for the same traffic later in the day will aggravate an existing (at peak times) gridlocked Highfield Road. Having lived for 30 years on the road we have seen traffic/delays/emissions increase hugely. Traffic lights in Rathgar village will be the bottle neck, which continue to effectively control the pace of all vehicles through the village, despite any changes in permitted routing. We can expect that our road will be seriously adversely affected.

If the BusConnects proposal had a selection of one-way roads out of the city to support the inward access proposed, it would help offset the adverse clogging effect of re-routed evening traffic. Residents on such roads/streets would likely have greater difficulty in moving on and off their roads. On-street parking on such one-way roads should be banned where reasonable off street or other parking facilities exist or can be created.

Maurice Dorney

Dympna Dorney

8/6/2023