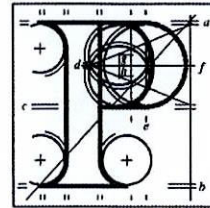


**Our Case Number:** ABP-316272-23  
**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Michele Van Valey and Derek Hennessy  
10 Greenlea Park  
Terenure

D6WAW70

**Date:** 15 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 (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

If you have any queries in the mean time, 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

HA02

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaó Áitiúil</b>	<b>LoCall</b>	1890 275 175
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Michele Van Valey  
10 Greenlea Park  
Terenure, Dublin  
D6WAW70

August 9<sup>th</sup>, 2023

An Bórd Pleanála  
64 Marlborough Street  
Dublin 1

Dear Planners,

I'm writing to make an observation on the Templeogue Bus Corridor. The impact of three Bus Corridors, the first of which is the Templeogue/Rathfarnham corridor, on this neighbourhood is going to be devastating to many, including local businesses like my own.

The most significant impact on this area will likely arise from inbound traffic on the Templeogue Road turning left on to Fortfield Road. When this was raised as a problem, the resolution from NTA appears to have been; the addition of a no right turn onto Greenlea and Lavarna Roads. Restricting local traffic from turning right is going to impede pensioners access their homes, their GP, the chemist and the small businesses at the top of Greenlea Road. I called into many houses as a Residents Association volunteer and there are number of elderly people who are not ambulatory enough to walk to the GP or chemist. There is significant distress among this population.

I am one of many small businesses that earn a living as a self-employed, gig-worker. My jobs are scheduled from hour to hour in such a way that I am working strictly within a 15 mile radius and available to mind my own children after school. I travel with a 110 litre sports bag with 6 yoga mats and 20 props that I need for special populations, children and adults with significant injury, who are trying to strengthen back to health. The bus gate will impede my travel with the necessary gear to meet these clients and perform my job.

I often have classes scheduled within 10-15 minutes of each other to make use of limited viable working hours. For example: on Mondays, I haul my bag to Terenure college for a class at 1:45 pm finishing at 2:20. Then I drive to High School for a 2:35 start, finishing at 3:55, then I race back to Terenure College for Staff Yoga at 4:05. This is a finely tuned exercise and if I cannot get from Terenure College to High School and back thru Terenure Cross or from Fortfield Road to Rathdown Park to High School in an timely fashion, I will have to quit my work. The local work life that I have organised for the sake of building community and protecting the environment from long commutes cannot be done on a bike or a bus with the heavy bag and the proposed bus service.

Also, I travel into the Royal College of Surgeons in Stephens Green, finishing at 1:45 and need to get back to Terenure College at 2:20. This will be impossible with a large bag on a bus or a bike. I will not be able to transport my work bag to Rathgar for my 6pm classes, either. This is an injured population from a physiotherapy clinic and it will be impossible to

serve them with-out the correct equipment. These corridors and the restrictions they impose on my community will cost me work and increase my childcare expenses.

It also disrupts our home life and the amenities that made buying in this area attractive. I cannot travel to the Supervalu Crumlin or Tesco Rathfarnham for the large weekly shop that needs to be transported by car. The no right turn sign on the Greenlea Road may prevent some motorists from creating a rat run that will ultimately be turned around at Kimmage bus gate and driven back thru this residential area.

These roads here are already unsafe. There is a poorly placed traffic light on Fortfield that accesses a small green. Meanwhile, the corner of Greenlea and Fortfield Road (meters away) does not have a proper traffic light, zebra crossing or bike lanes for pedestrians and the 5000 children that access the many schools in the area twice a day. It is so unsafe as it is. A 15 year old boy was knocked off his bike at this intersection 2 years ago. We thought he was dead.

It is unconscionable that there would be such significant road works in an area primarily occupied by pensioners and students that doesn't include considered local road safety measures by the National Transport Agency. You can see my whole submission to DCC traffic out lining all of the dangerous and outdated infrastructure here, ANON-NAQ6-65YE-Y.

Disruption of current functional bus routes without appropriate mitigation will also disrupt the amenities that make this neighbourhood a liveable, accessible community. This plan devastates the connection in this community for the sake of commuters when every other European Capital city has capably resolved this issue with successful underground transportation. Copenhagen has the same population density and is served by 3 metro lines. That intersect and circumvent one another. We have been promised a metro feasibility study for a decade and still have not got it. It will certainly demonstrate that it is the wise, future proof, community focused way to proceed with the Dublin Transport Plan.

The current bus connects plan will not work. The NTA modelling for three corridors meant to operate together, effectively turning our residential neighbourhood into an island, has not been released and likely shows the flaws with this plan. Our very connected neighbourhood will be permeated by rat runs and punctuated by several ill-advised "no right turn" signs that will likely be ignored.

Finally, the numbers of people returning to work in the city centre after the changes brought about by the pandemic have significantly reduced. I would argue there is a permanent change in work practices. Please step back and look at the bigger picture here and the ramifications of the three corridors on this neighbourhood. We need a metro feasibility study and a much more considered approach to how we fit into the National Transport plan.

Kind regards,

Michele Van Valey and Derek Hennessy