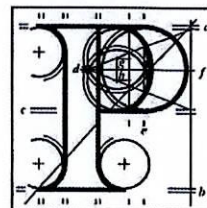


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Muireann O'Dea, Frank Cronin & Oran Doyle
21 Wainsfort Manor Crescent
Terenure
Dublin 6

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

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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Wainsfort Manor
Terenure
Dublin D6W

11 August 2023

Templeogue - Rathfarnham to City Centre Core Bus Corridor

Dear sir/madam

We are residents of Wainsfort Manor in Terenure. We broadly support the proposals for the Templeogue/Rathfarnham to City Centre Core Bus Corridor. The current bus services along these routes are slow and journey times are unpredictable, with Terenure Village being a particular bottleneck. And the existing cycling facilities are patchy and mostly consist of cycle lanes demarcated by painted lines. The proposed scheme will provide much improved bus services, safe segregated cycling facilities and will create a cleaner, quieter environment for everyone living in the area.

We particularly welcome the following:

- The overall increase in cycling facilities from 11 km to 23.3 km of which 85.4% will be segregated
- The provision of (almost) continuous segregated cycle tracks from Rathfarnham through Terenure to Harolds Cross
- The segregated cycle tracks from Rathgar and Rathmines to the city centre
- The segregated cycle tracks from the Tallaght M50 junction to Templeogue, and from Templeogue Village to Rathdown Avenue
- The bus gate at Olney Grove to provide bus priority through the Terenure Village
- The bus gate in Rathmines and segregated cycle tracks through Rathmines Village

We have concerns about the following elements of the proposed scheme:

Cycle Track Widths

A minimum width of 2m for one-way, and 3.25m for two-way cycle tracks is recommended by the Design Manual for Urban Road and Streets (DMURS). Some of the cycle tracks are less than this width. This is of particular concern in Camden Street, which is a very busy route with cyclists converging from Rathmines and the South Circular Road. The two-way cycle track along the Tallaght Road is only 3m wide, even though there is ample space on the verge for the recommended minimum width of 3.25m. There are also some sections of the route where the cycle track width is less than 1.5m, e.g. one section of Rathgar Road. This would be neither safe nor suitable for wider bikes such as cargo bikes or bikes adapted for disabled people.

Gaps in the cycle tracks

There are gaps in the cycle tracks along Rathfarnham Road, in Templeogue Village, and along sections of Templeogue Road. These are weak links in the cycle routes and will discourage parents from allowing their children to cycle independently, and also discourage less confident cyclists. Every effort should be made to provide continuous segregated cycle tracks to encourage people of all ages and abilities to cycle.

Quiet Street treatment

The inclusion of 'quiet streets' as alternative cycle routes is a welcome idea. However we are concerned that only 'appropriate advisory signage' will be provided. Many of these streets are very busy, and may become busier due to restrictions on other roads. For example, Rathdown Drive is very busy with traffic, especially at weekends, with people accessing Bushy Park. Engineering measures are needed to ensure that the quiet streets are suitable for cyclists, e.g. reduction of carriageway width, road markings, and defined parking spaces.

Speed limit enforcement

Some sections of the route have proposed 30 km/h speed limits. This is a welcome intervention for cyclists. However, compliance with speed limits in Ireland is very low. The RSA '*Driver Attitude & Behaviour Survey 2021*' found that 57% of motorists admit to exceeding 50 km/h speed limits by up to 10 km/h. The survey didn't ask motorists if they comply with 30 km/h speed limits, but it is evident that compliance is even worse for 30 km/h speed limits. This means that some form of automated speed limit detection and enforcement is required to ensure that motorists stay within the 30 km/h speed limit where this applies along the CBC 12 route, otherwise it is not an effective safety measure.

Your sincerely

Muireann O'Dea, 21 Wainsfort Manor Crescent, Terenure, Dublin 6W
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Oran Doyle, 47 Wainsfort Manor Drive, Terenure, Dublin 6W