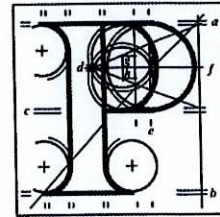


**Our Case Number:** ABP-316272-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Patrick & Anne Fletcher  
5 Victoria Road  
Rathgar  
Dublin 6  
D06 PV26

**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](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

Tell	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

13<sup>th</sup> August 2023

**BUS CONNECTS**

**Submission to An Bord Pleanála  
Re Templeogue to City Centre Core Buss Corridor  
Bord Pleanála Case Reference: HA29N.316272**

This observation is made by Patrick F.R.I.A.I (retired) and Anne Fletcher F.R.I.A.I. We live in Victoria Road, Rathgar, Dublin 6.

In principle we whole heartedly support changes to improve pedestrian, cycle and bus infrastructure in our area. However, the changes in this instance do not yield benefits that are proportionate to the negative impacts of the proposals. Consequently, we are against the proposals between Templeogue and the bus gate at the north end of Rathmines Road close to the canal.

We object for the following reasons:

1. The proposed works involve major interventions along the route and within the villages of Terenure and Rathgar. For all that is involved the outcome is only a six minute improvement on the journey time from Tallaght to the City Centre with only a very slight improvement in bus capacity. This will result in very small if any reduction in car traffic arising from the small increase in bus usage.
2. Victoria Road is designated as part of the cycle route.  
The street has designated parking on both sides as houses (with a few exceptions) do not have off street parking. This is largely due to the historic character of the two Edwardian terraces on either side. With cars parked on both sides, the road is effectively a two way single carriage way. At present cyclists have very limited space.  
The current ramps form suitable traffic calming and motorists and cyclists slow to give way to each other as a matter of course. The road is of inadequate width to cater for increased cycle traffic and would in no way provide the type of safety for cyclists that a designated cycle route should provide.  
  
Victoria Road is currently a rat run despite a no right turn into Wasdale Park between 7.00 and 10.00am which is not enforced. There is no such no right turn into Glenayr Road which should be introduced.
3. In contrast Bushy Park Road and Zion Road have no on street parking as each house has off street capacity. This in our opinion should designate these roads as the preferred routes and close off Wasdale Park and Victoria and Glenayr Roads. The possibility of introducing cycle lanes should be fully investigated for safety reasons.
4. The removal of the left turn filter lane at the junction of Zion Road with Orwell Road will slow down all traffic and create huge build up in Zion Road which will be exacerbated by the school drop off traffic for Stratford College. The junction of Orwell Road at Rathgar currently has two lanes running north, one of which is a right filter. There is heavy traffic build up at the junction as it is. This will be greatly increased by the elimination of one of the lanes. This right turn is used by No. 14 and 15B busses frequently every day.
5. Terenure Road East: We note on drawing file names BCIDC-ARP-GEO GA-1012 XX 00-DR-CR-0034, 035 and 036 that it is proposed to CPO a significant strip of land to accommodate a two way cycle lane which is facilitated by a cross over of the eastward cycle lane through the junction between Fortfield Road and Templeogue Road which will create traffic disruption and increase cyclist exposure to risk. There is no indication of the removal of any trees or confirmation that no trees will be removed. The two way cycle lane

stops for no apparent reason at Rathdown Avenue and reappears as a one way lane at Rathdown Crescent! Such a proposal indicates an unacceptable poor level design thoroughness which makes the cycle lane unsafe and unattractive.

6. There has been no proper integrated survey of traffic implications across the system, only each route in isolation not considering the implications of all the route changes. The impacts on Rathmines Road Upper, Highfield Road, Orwell Road, Zion Road, Victoria Road, and Bushy Park Road have not been assessed. The proposal glibly ignores any impact assessment on the populated areas either side of the route - both changes in traffic on all peripheral roads and the impact that will have on residents.

We believe that assessment and approval of such a major traffic proposal should be contingent on a detailed integrated study of all the direct and indirect impacts to the wider areas affected by the proposals. Residents should be afforded opportunity to comment on these as part of the planning process.

7. There will be significant restrictions on the ability to get to Victoria Road from both the M50/Templeogue direction and from the city centre. The proposal ignores how residents can exit the environment of Victoria Road to and from the city centre to the north if bus usage is not possible for some reason and the M50 to the south when exiting the city or going to another part of same. There is no recognition that the population of the area through which the route runs will increase.
8. The Bus Connects proposal is less than ideal especially as the route runs through existing villages of Terenure, Rathgar and Rathmines where streets are narrow and cannot be widened. This will adversely affect the business and community atmosphere in each village. It appears this proposal is being pushed along at considerable cost with scant acceptance of the adverse impacts of the areas through which it runs. Surely there should have been an earlier feasibility study which compared a Bus Connects proposals with a Luas overground proposal and an underground Metro proposal. Our understanding is that whatever benefits (which we understand are minimal) are delivered if the Bus Connects proposal is carried out will only last a relatively short time.
9. We note that traffic exiting the city centre from Rathmines does so via Rathmines Road Upper and Highfield Road with the removal of the no right turn at the junction between them. Such a proposal seems to ignore the impact on both roads especially Rathmines Road Upper which has extensive on street parking and is really a single carriageway in which it is proposed to accommodate two way traffic with no analysis of the impact of the increase in traffic volume. The proposal will also see considerable increase of rush hour traffic on Highfield Road which is already bad.
10. On the basis of the above we request An Bord Pleanála rejects the application and requests a more holistic analysis both of alternative's as outlined in 9 above and the impacts of each option and their wider impact on the environments they affect, the best value for money in the long and short term and finally the best solution for the city considered as a complete environment and not just a skin deep proposal along the actual route.
11. Enclosed is the required fee of €50.00

Signed

Patrick Fletcher FRIAI (retired)



Anne Fletcher FRIAI

