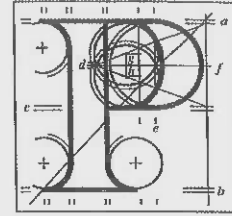


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Philip and Vivienne Mayne & Jacky Mayne
137 Templeogue Road
Dublin 6W
D6WA895

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.

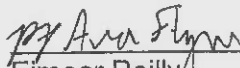
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

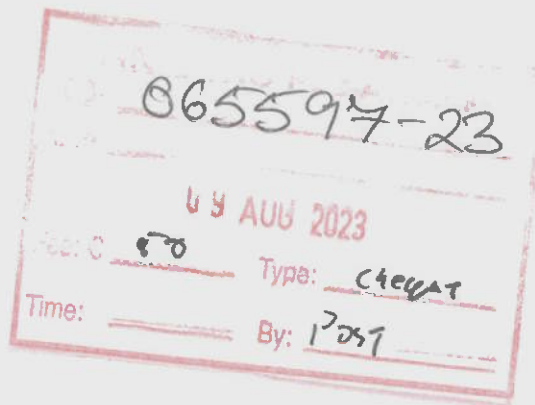

Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
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An Bord Pleanála,
Strategic Infrastructure Division,
64 Marlborough Street,
Dublin 1, D01 V902



Joint Submission by:-

Philip and Vivienne Mayne
No. 137 Templeogue Road
Dublin 6W, D6W A895

Jacky Mayne
No. 19 Templeogue Road
Dublin 6W, D6W C573

Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme (ABP – 316272-23)

This document is a joint submission by Philip and Vivienne Mayne (Former retired medical practitioner with 15 years' experience of commuting in and around central London and 30 years into Dublin) of No. 137 Templeogue Road and Jacky Mayne (Financial Services Risk Consultant, mother of two young children) of No. 19 Templeogue Road.

We recognise that the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme is designed to facilitate the mass transfer of commuters from the suburbs into central Dublin by bus, with the secondary aim of reducing the use of private cars and their contribution to air pollution. This overall aim we support in principal but with significant reservations to its overall design.

Unlike some of the other similar worldwide mass bus transport initiatives, described on the Internet, this overall Dublin Bus Connect focuses on delivering passengers to the city centre with very limited routes connecting the suburbs. It does not incorporate some of the features of other schemes designed to improve passenger experience such as bus stations with passenger facilities such as cycle lockers, refreshments, or drop off zones for motorists or park and ride.

From its original concept, there has been surprisingly little public consultation and no significant amendments to its overall design that we are aware of. As members of the general public with very limited knowledge of the legislation underpinning the design, we found the available documentation difficult to follow/comprehend and lacking in evidence for some of the claims made, particularly in relation to the impact of diverted traffic on to the surrounding roads. Furthermore there appeared to be significant differences in what we perceive to be stated in the documents and what was relayed to us by 'experts' who spoke at the various meetings we attended.

Surprisingly, we understand that the overall benefits on the Templeogue/Rathfarnham to city centre corridor will be marginal with an average overall reduction in travel time of 6 minutes about 3 minutes for those living in Terenure, a slightly less bus frequency time table along Templeogue Road and only a marginal reduction in car journeys.

Much of Government rhetoric in the past has been on supporting local Communities, such as Terenure, and Rathgar for example, but to the best of our knowledge this has not be enshrined in any legislation. We could find no data in the documents relating to any survey/assessment of the age profile and occupation of the inhabitants of Terenure Village,

where they worked, their requirement for public transport and the number and types of journeys they make locally within the village and its surrounding community.

We outline some of our observations below that we believe will impact on the residents in Terenure Village:

1. We believe that the biggest impact for the Residents of Terenure is the inclusion of the **Bus Gate** on Templeogue Road at its junction with Olney Crescent/Grove.

While no reason is given as to why the Bus Priority Lane on Templeogue Road has been replaced by the Bus Gate, we presume it is because it is planned for the buses from Rathfarnham to all turn right across the Terenure junction down Terenure Road East. This has a number of significant consequences.

1. It will slow the traffic travelling up Terenure Road North
2. It slows the buses travelling down Rathfarnham which have to negotiate a right angle turn
3. It significantly increase the number of buses travelling down the narrow Terenure Road East.

In order to achieved this, a number of turnings on to and off Templeogue Road and other side roads have been imposed which will divert car traffic down side roads, greatly impacting on local residents and their free movement for essential car journeys within the community.

While the documents states *positive, moderate to significant and long-term impacts are expected on walkers, cyclists and bus users in the community areas of ... Terenure etc., Access to community facilities and commercial businesses via private vehicles is expected to be a positive, moderate impact on change in access along the Proposed Scheme and a negative, moderate impact on change in access in the surrounding road network. (p3-4)*; however, there is nothing to support these statements.

2. The impact of the **Bus Gate on Templeogue Road**

- The Bus Gate will effectively turn Templeogue Road, east of Rathdown Avenue, into a cul-de-sac. For those cars that inadvertently find themselves approaching the Bus Gate, there is no opportunity to turn around.
- For those properties which have car access within the Bus Gate, such as No. 19, there is no guidance as to how they proceed. The Document does not stipulate that they must turn right on leaving their property; in order to enter their property they must enter the Bus Gate which is forbidden. There **MUST** be clarity.
- Within the documentation we could find no reference to delivery/courier/tradesman's vans/lorries. This will have a significant impact along Templeogue Road into Terenure and for those properties within the Bus Gate in particular.
- Planning Permission was granted by Dublin City Council and upheld by An Bord Pleanála for the construction of 54 units at No. 85 Templeogue Road in the full knowledge, (and I quote from my letter of observation on the development to DCC dated 17th January 2020) *that there is a complete lack of on-site space to accommodate collection and delivery of goods at ground level. This will result in on*

street parking in the Bus corridor and cycle lane and have a significant impact on Bus Connect.

- Local tradesmen will have difficulty providing services to those properties particularly within the Bus Gate as there will be limited or no space to park their vehicles close to the property.
- The Bus Gate will operate from 06.00 to 20.00 seven days a week. For much of this time there is no build-up of cars on the road (personal observation) and cars, vans etc travel freely down to Terenure Place, which is not consistent with what the Document states.

Access to St Luke's Hospital, Highfield Road

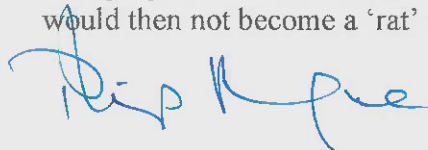
One of the unintended consequences of the Bus Gate will be access to **St Luke's Hospital on Highfield Road**. Their website gives directions details. No bus service passes down Highfield Road. Patients are expected to walk from Rathgar Road or from Palmerston Park. If travelling by car they are directed from the M50 Junction 11 through the Spawell Roundabout along Templeogue Road or from the City Centre up Rathgar Road. Both these approaches will be denied under the plan. The proposed plans will increase their journey times and cause additional stress to vulnerable, sick patients attending the regional Radiation Oncology Unit

Access to educational establishments


The document states that one of the benefits will be improved access to educational establishments. This may be correct for some older students attending the larger denominational secondary schools but it will impact on parents of infants and children who require private transport to travel to cheches and primary schools, distant from their homes and not on convenient bus routes. Their travel times will be significantly increasing as they will have to travel. We appreciate that the plans are aimed to get people to use public transport, walk or cycle but this is not appropriate for all particularly for parents who have to juggle taking their children to school and then onwards or back home to work. The plan will not impact on those students travelling to UCD as there are not changes to the suburban bus routes.

Observational proposal to reduce traffic through Terenure Place

We would suggest that with the Bus Priority Lane through Templeogue Village and new directional signs on the approach roads with restricted left and right turns, the traffic down Templeogue Road will reduce. Traffic through Terenure Place could be reduced by introducing a Bus Gate on Terenure Road West close to the Garda station. There is ample space there for cars to turn back with a CPO or to turn up right up Greenlea Road. This proposal could alleviate the concerns of Greenlea Road residence as their road would then not become a 'rat' run.



Philip and Vivienne Mayne



Jacky Mayne

7th August 2023

