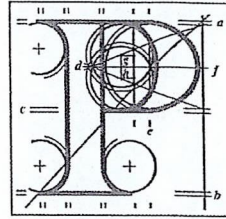


**Our Case Number:** ABP-316272-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Richard Carroll  
12 Glendown Close  
Templeogue  
Dublin 6W  
D6W KF25

**Date:** 22 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

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

The Bord Pleanála Case reference is **HA29N.316272**

I am a resident in Glendown, Templeogue in the constituency of Dublin SW and I am making a submission regarding three of the proposed BusConnects corridors in Dublin SW and in particular, the **Templeogue/Rathfarnham** to City Centre spine.

After reviewing the NTA's proposals, I am deeply concerned on a number of fronts.

The external consultants who were initially hired to create a 'Dublin Transport Plan', were given such a vague and inadequate brief, it constrained the programme so much so that it appears that the outcome had to have already been pre-determined from the start.

That brief excluded all other modes of transport other than buses. The only tool then left available to them was to land grab in order to add more bus and cycle lanes, bus gates, cul-de-sacs and one-way villages and all at the expense of other traffic types.

Any plan should create an environment to allow local village life and businesses to operate normally and to afford the younger, the elderly and the user chooser traveller, the choice, flexibility, reliability and value for their social, recreational or pleasure travelling. BusConnects does not offer that.

While it is accepted that the proposed NTA Core Bus Corridor Scheme will provide some benefits, it is clear the proposals are narrow in their focus and does not take on board the wider needs of a large proportion of the citizens living in the area.

I am against the plan as it currently stands as I believe it was flawed right from the start because of the following observations:

1. It was based on a vague and inadequate brief which led to a narrow project scope,
2. Planning was based on Covid period data,
3. It failed to measure any future demand level requirements,
4. Critical and essential information was omitted,
5. It only dealt with buses,
6. Previous studies have shown that buses alone cannot provide the necessary capacity,
7. Buses and bikes are not the only viable options for modern mobility,
8. It was then allowed to proceed without reliable input data,
9. It treated each of the twelve bus corridors as isolated entities,
10. It became overly complex and confusing with Corridors, Orbitals, Radials, Locals and X Buses,
11. The public was misled and when feedback showed legitimate concerns, it was wilfully ignored,
12. It therefore ignores the vast majority of older people living in the area,
13. It highlights a lack of foresight in its project management with an absence of any accountability,
14. It is taking away well established and well proven bus routes,
15. It disadvantages anyone living along or adjacent to those corridors who own a car,
16. 'Busgate' limitations, traffic light and road changes will affect medical assistants and carer access,
17. They cannot show proof that BusConnects will actually reduce journey times,
18. They seem to believe and expect the very young and the elderly to cycle or take a bus,
19. They also seem to expect anyone with mobility or disabilities to cycle or take a bus,
20. It breaks NTAs own project tenants - 'Better connected communities' and 'enhanced quality of life',
21. The scheme is excessively Bus and Bike dependent,
22. The scheme is therefore overly dominant on one mode of transport,

23. It amounts to a substandard form of urban mobility design because of the limited project scope,
24. It is also Suboptimal because of land grabs via CPO's causing owner and public worry and tension,
25. There is excessive bus massing such as on South Great Georges Street,
26. The scheme doesn't meet the Public's requirements only the NTAs,
27. It is Deficient in its objective as it will cause more problems than it solves.

When taking all of this in to account, how could An Bord Pleanála, in all conscience, consider granting planning permission to individual corridors in isolation when all eleven are part of the same plan that appears nobody really wants and a lot of public representatives are against.

Accordingly, I respectfully request that An Bord Pleanála reject the NTA's current application for planning permission.

Richard Carroll  
12 Glendown Close,  
Templeogue,  
D6W KF25

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