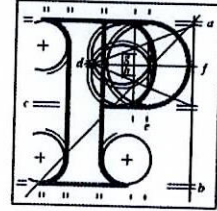


**Our Case Number:** ABP-316272-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Róisín Kennedy and Andrew Folan & Others  
45 Lower Mount Pleasant Avenue  
Rathmines  
Dublin 6  
D06RH58

**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>Glaio 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

## **Feedback on Bus Corridor**

**Róisín Kennedy; Andrew Folan; Lucy Folan; Leon Folan**  
**45 Lower Mount Pleasant Avenue,**  
**Rathmines,**  
**Dublin 6**  
**D06 RH58**



Here are our thoughts and concerns with the Bus Corridor as it relates to our immediate locality and to the wider Dublin inner city.

This scheme seems to be based entirely on discouraging the use of cars in the inner city. Its impact on the communities who live in these areas, especially the elderly, the disabled, and carers is entirely absent. This is about corridors for buses, not the communities who live in Dublin. It shows no regard for the historical, social and commercial fabric of urban districts like Rathmines.

- There has been a severe lack of proper public consultation and public information on the plan. Our knowledge is largely gleaned from the Rathmines Initiative, a private group, and their information evening took an expert architect/academic 60 minutes to explain the part relating to Rathmines alone. No one consulted with the residents in advance of this plan. (Our road is being severed and turned into a cul de sac – no consultation was made with anyone living on this street).
- The exorbitant fee of 50 euro to comment on this plan prevents many citizens from participating in this debate and is undemocratic and discriminatory.
- The plan to completely restrict vehicular access to Rathmines will impact primarily on elderly and vulnerable people who do not cycle and cannot use public transport, or do not have public transport available for their locations/destinations. This has been highlighted by the parish priest of Church of Mary Immaculate Rathmines many of whose elderly and vulnerable parishioners will be adversely affected by the closure of vehicular access to the building.
- The plan will result in increased traffic on minor roads such as Castlewood Avenue and Upper Mount Pleasant Avenue by cars unable to use the main thoroughfare. It is unrealistic to expect that no traffic will need to come into the city via Rathgar and Rathmines and no concession has been made for this eventuality.
- The narrowing of pavements and the priority of urban space being given to buses and commuting cyclists will have a detrimental impact on pedestrians including consumers, school children, users of libraries, swimming pools and other public facilities in Rathmines.
- The removal of parking bays and the banning of vehicular traffic will have a detrimental effect on shops and businesses in Rathmines and other parts of Dublin, destroying their character and potentially turning them into deserted commuter belts.
- The mass destruction of the existing environment of trees and gardens will have a negative and permanent impact on the physical surroundings and ecology of the city.
- The current lack of a reliable public transport system including a severe lack of drivers and last minute cancellation of services should be addressed before embarking on this plan. The creation of an effective transport service should be a priority rather than massive investment in restructuring the urban environment around an inadequate transport system. The development of this drastic plan seems to be made without any consideration of the wider

absence of planning for the provision of housing in the inner city and the support of existing urban communities.

- The destruction of the historical built environment of Dublin including the removal of Victorian iron railings and front gardens will have a permanent and detrimental impact on the character and uniqueness of the city.