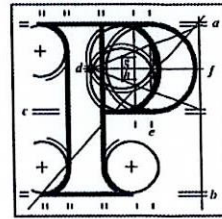


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Seán Leake and Morina Carr
3 Greenlea Grove
Terenure
Dublin 6W
D6W PX45

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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Terenure
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D6W PX45

14 August 2023

Bord Pleanála Ref. HA29N.316272 Bus Connects Templeogue/Rathfarnham to City Centre

Dear Sir/Madam,

We wish to make some observations on the above planning application. These observations relate in the main to the proposal to put a Bus Gate on Templeogue Rd. at Fortfield Rd. and diverting traffic accordingly from the N81, one of only seven national routes into Dublin City. This has alarming consequences for those of us living in Terenure West, given that it will essentially lock us inside a rectangle of traffic encompassing Fortfield Rd. and Terenure Rd. West.

The overall proposal includes a reduction in the number of bus services, the loss of bus stops and rights of way for a very limited gain in terms of time for the remaining services. We understand that these particular issues are being dealt with in more detail in other submissions. It is also clear from public meetings and social media that this proposal has consequences for the public from the Spawell Roundabout to the Canal and is causing considerable concern. We understand that there will be an application for another Bus Gate just below the KCR on Kimmage Rd which will divert more traffic down Terenure Rd. West and Kimmage/Crumlin. This proposal has not been submitted to An Bord Pleanála at this time although given the impact this will have for the whole neighbourhood of Terenure, Kimmage and Crumlin it would appear that it should be considered simultaneously. It is not clear why the two proposals were not submitted at the same time.

1. There are seven national routes into Dublin. These are the N1, N2, N3, N4, N7, N81 and N11. The N81 serves North Wexford, East Carlow and West Wicklow and most significantly passes through Tallaght (with a population greater than Waterford and almost that of Galway City). It also serves the suburbs of Firhouse, Knocklyon, Ballyboden and Templeogue as the R137 which the N81 converts to at the M50 (Junction 11). The R137 proceeds through Templeogue Village, Terenure and Harold's Cross, and terminates at Christ Church Cathedral in Dublin. Because of volumes of traffic the N81 is a dual carriageway from Killinardan to Templeogue village. The R137 is a dual carriageway from the South Circular Road to Christ Church. This proposal wants to sever this major national route at Fortfield Road by introducing a Bus Gate and divert the N81 traffic through the residential streets of Terenure. This would be akin to blocking the N3 at Navan Rd. or the N2 in Glasnevin and diverting the traffic through the side streets of these suburbs.
2. As residents of Terenure we are well served by buses on the Templeogue Rd. There is generally no difficulty in getting one. There is no major delay through Terenure. There are tailbacks at certain times but these are never of a very long duration and could be addressed by proper application of the existing priority light for buses just below Lakelands Park. There is no huge

demand to speed up the services on Templeogue Rd. and, indeed, the proposals for improved times under this application for a bus corridor are so minimal as to be meaningless. It is also noted that it is proposed to reduce the number of buses overall. It is really hard to comprehend the thinking behind this scheme.

3. Terenure Rd. West on to which the diverted traffic will be expected to transfer to reconnect with the route into town is already subject to long delays with tailbacks stretching to the KCR and significant delays to the 15A and 17 buses. These tailbacks occur at rush hour, but also at random times including Saturdays and Sundays. This narrow road is not suitable to carry the huge additional volume of diverted traffic from the N81.
4. There are major supermarkets in this area all of which have to be resupplied frequently by articulated lorries. These are Tesco Rathfarnham and Tesco Express in Terenure village and Kimmage Rd. Supervalu is on Sundrive Rd. and in Rathgar. Lidl and Aldi have large stores in Terenure village.
Kilsaran Concrete has a base at the Spawell roundabout and large five axle concrete lorries travel on a daily basis through Terenure to the office and hotel developments along the canal. Tank and troop transporters travel from the army barracks in Rathmines to the military ranges in the mountains and return via Terenure. These are just some examples of the significant type of heavy vehicles which use the N81 and R137 and will be diverted through the residential streets of Terenure if this proposal under Bus Connects is allowed.
5. The amount of straight road to be decommissioned under this Bus Gate proposal can be measured in metres. The proposed diversions will add kilometres to journeys and significant delays in traffic jams. This will increase pollution in our area as well as increased fuel consumption. The proposed ban on right turns on to Greenlea Rd. from Fortfield Rd. means that we residents would have to drive around the world to get home and sit in the traffic jams generated by the diversions in order to do so, legally.
6. Templeogue Rd. was built as a turnpike in 1801 to facilitate movement between Terenure and Templeogue Villages. The old toll house still exists near Terenure village at the corner of Fergus Rd. The road also incorporates a lay-by which was used for the storage of stone and materials for the upkeep of the road. This lay-by was restored and can be viewed alongside Bushy Park. This proposal seeks to destroy this physical remnant of the history of the development of our neighbourhood. In this same part of the application the Bus Connects people want to remove the right of way that runs inside Bushy Park parallel to Templeogue Rd., available to walkers, cyclists and runners. It is really hard to comprehend some of the thinking behind this. It would appear that the objective is the bus corridor, with no allowance for pollution generated, enjoyment of public spaces, public health, local history and sensible traffic management.
7. In 2021 Templeogue Village was closed to city bound traffic for several months due to roadworks. This had a significant effect on the wider Templeogue with traffic diverting through the Orwell estate and grid locking on Cypress Grove Rd. as motorists sought alternative routes. It also led to tailbacks to Junction 11 M50 and to the Spawell roundabout. This proposed Bus Gate will have knock on effects in other residential estates in the area, and not just in Terenure West.

Conclusion

The Bus Connects website states that:

- Bus Connects aim is to deliver a bus service that's better for everybody; the people, the city and the environment
- Bus Connects is all about providing a better, more reliable and more efficient bus service.
- With more buses, going to more places, more often.

This proposal fails the people of Terenure under all of these headings.

As mentioned at the outset these observations in the main relate to the proposed Bus Gate on Templeogue Rd. Given that the Bus Connects project was conceived prior to 2017, it seems to us that the original programme as conceived has been overtaken by time, world events (Covid, the war in Ukraine, escalating climate change) and changed public perceptions arising from integrated ticketing and real time information, electric vehicles, alternative means of transport such as electric scooters and bicycles, working from home, and attitudes to wellness and quality of life. Plans for extensions to DART, Luas and other mass transit proposals are advancing and will in themselves have knock on effects on how we move around the rest of the city. This proposal reflects a dated business as usual attitude notwithstanding these changes and it is now being overtaken by events. It is time to go back to the drawing board.

Yours faithfully

Seán Leake and Morina Carr