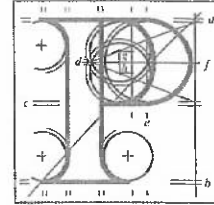


Our Case Number: ABP-316272-23



An
Bord
Pleanála

Shauna & Ray Clarke & others
9 Olney Crescent
Co. Dublin

Date: 14 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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Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

An Bord Pleanála
Strategic Infrastructure Division
64 Marlborough Street
Dublin 1
D01 V902

Re: Bus Connects. Submission re proposed Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme

9 August 2023

On behalf of:

Shauna & Ray Clarke, 9 Olney Crescent
Louise O'Flanagan, 30 Olney Crescent
Mary & Frank Kelly, 5 Olney Grove
Sarah & Barry Dolan 16 Olney Crescent
Louise Molloy & Cathal Marley, 10 Olney Crescent
Aifric Morrissey, 24 Olney Crescent
Margaret Schmidt-Suppran, 6 Olney Grove
Aifric Jordan, 8 Olney Grove
Sandra Ganley, 4 Olney Crescent
Marion Hefferon & Joe Mottley, 7 Olney Grove
Marie & Andrew McLaughlin, 20 Olney Crescent
Sheila & Paddy Corcoran, 8 Olney Crescent
June Campbell, 28 Olney Crescent
Bridie & Frank Jennings, 11 Olney Crescent
Audrey Sellers & Stephen O'Connor, 7 Olney Crescent
Amanda & Jason Harewood, 34 Olney Crescent

Online application. Also provided: card details for €50 submission fee

This submission focuses on the proposals for the 1km section of Templeogue Rd, between Terenure College and Terenure village. The proposals for that section include the following restrictions for cars travelling towards Terenure village:

- Right turn bans into Rathdown Avenue and Rathdown Park and Fergus Rd
- A bus gate (operating from 6am to 8pm, 7 days a week) at Olney Crescent/Grove ("Olney")
- A left turn ban on cars exiting Olney

Terenure village will be a pinch point as two bus corridors (from Templeogue and Rathfarnham) will converge in the village.

The proposals in question will have the effect of diverting traffic from one bus corridor (Templeogue) to the other (Rathfarnham). This submission makes a suggestion to improve the situation.

The proposals will have the effect of funnelling a significant amount of traffic to the Rathfarnham bus corridor via the junction at Rathdown Park/Rathfarnham Rd.

Cars travelling to Terenure village and beyond from the following locations will end up at that junction and on the Rathfarnham bus corridor:

	Location	No. of dwellings
1	Residents of Rathdown Avenue, Park, Drive, Crescent and Villas	211
2	Residents on the Templeogue Rd (between Terenure College and the proposed bus gate at Olney)	52
3	Residents of the new development at 85 Templeogue Rd	55
4	Residents of Lakelands Park	20
5	Residents of Olney	32
	Total	370 ¹

In addition, while the proposals should, in theory, discourage traffic from beyond Terenure College from travelling down Templeogue Rd (towards the city), the proposed position of the bus gate at Olney means that it is likely that many cars from beyond Terenure College will continue to travel down Templeogue Rd, all the way to the bus gate at Olney, and then use Olney as a turning point to double back and then turn left into Rathdown Park. (Cars from beyond Terenure College may well also travel down Templeogue Rd and turn right into Rathdown if the right turn bans are not enforced.)

The junction at Rathdown Park/Rathfarnham Rd is already a problem. It can take a long time to get through the (short) green light when exiting from Rathdown Park. The situation will get considerably worse if a significant amount of extra traffic is funnelled there. That extra traffic is essentially being diverted away from the Templeogue bus corridor at the expense of the Rathfarnham bus corridor. In this regard it is important to note that the Rathfarnham bus corridor will share one lane with cars for a section before and after that junction - see General Arrangement Drawings 8 & 9 of 47².

The following suggestion will have the effect of alleviating pressure at the Rathdown/Rathfarnham junction and the Rathfarnham bus corridor, without having any appreciable impact on buses on the Templeogue corridor.

Suggestion: move the bus gate from Olney further away from Terenure village. The existing bus stop at the ETB Sports Ground might be a better location for the gate. That would have the effect of reducing the number of cars at the Rathdown Park/Rathfarnham Rd junction and on the Rathfarnham bus corridor because:

- (i) it will stop cars from beyond Terenure College using Olney as a turning point and then entering Rathdown Park and
- (ii) it would allow residents between the village and the bus gate (to include Olney) who need to use their cars to travel to Terenure village and beyond (which is only a small number) to continue to go through the village via Templeogue Rd.

Secondary submission – if the bus gate location is not changed, the hours of operation (and the related left turn ban from Olney) should be limited to peak times. The proposal to operate the bus gate from 6am to 8pm, 7 days a week is excessive and disproportionate.

¹ Residents at 2-5 being allowed turn left into Rathdown at either Rathdown Park or Avenue.

² Drawing file names: BCIDC-ARP-GEO_GA-1012_XX_00-DR-CR-0004 and BCIDC-ARP-GEO_GA-1012_XX_00-DR-CR-0005