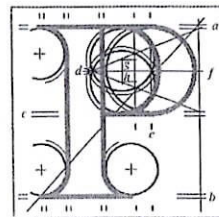


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Stephen Garland
31 Greenmount Road
Terenure
Dublin 6
D06KX66

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,

Eiméar Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

DATE: 4TH August 2023

From: Stephen Garland

31 Greenmount Road
Terenure
Dublin D06 KX66

Mobile: [REDACTED]

To: An Bord Pleanála

**Re: National Transport Authority / Bus Connects/
Templeogue Rathfarnham Scheme**

AN BORD PLEANÁLA	
LDG- <u>065654-23</u>	
ABP- _____	
11 AUG 2023	
Fee: € <u>50</u>	Type: <u>CASH</u>
Time: <u>10:36</u>	By: <u>HAND</u>

I wish to object to the above scheme for the following reasons:

Prior to referring to the following Document, namely,
EIAR (Environmental Impact Assessment Report, April 2023)

I would like to make one general point:

I would have thought that in this now Post Covid era with flexible working hours and with more people working from home there is less traffic congestion which would thus eliminate the need for road widening.

Prior to referring to the above Document, to make some arguments against the scheme based on anecdotal evidence / evidence gained from civic spirited neighbours:

There will be as a result of this scheme, be a large cluster of Buses terminating in the City Centre whereby passengers will have to walk to their appropriate Bus to continue their journey Northside whereas at the moment Buses like Route 16 & Route 15 go from South Dublin to North Dublin without terminating in the City Centre and in turn this frees up the City from Bus congestion.

Harolds Cross Road will have a poor Bus Service.

There will only be a saving of 1.6 minutes of Bus travel time and this does not justify the scheme in relation to the road widening, loss of trees and at the expense of the overall character and appearance of villages such as Templeogue and Terenure.

The scheme is premised on the need for more Buses, but Dublin Bus is currently unable to recruit for Bus Drivers pertaining to their present stock of Buses.

The scheme will result in extra traffic on Terenure Road West.

A Light Rail / Luas from Dublin Airport to Tallaght via Rathmines would be a better transport solution and would cause less impact in that no road widening would be involved.

There has been a lack of public consultation and therefore as citizens we have been unable to educate ourselves.

In relation to the Document itself:

In relation to Volume 2, Chapter 3:

On page 5 of this chapter the point is made that public transport numbers are largely recovered to pre-Covid pandemic levels and that without intervention traffic congestion will worsen. It is stated here that few areas in the GDA have the density of population to support rail based public transport; in my view this is short sighted and shows up this document as ultimately being conservative in nature and accepting the status quo, a radical alternative is to boost high density population, including well planned high rise buildings with all amenities shopping etc on the Ground Floor and this would allow for Rail based public transport.

On page 10 of this chapter reference is made to reducing the demand for travel by car and encouraging cycling, walking & public transport. This can, I would argue be achieved without road widening & tree felling. I would agree that car congestion is a problem, but road widening and tree felling is not the solution, if anything this will only exacerbate the problem by increasing the number of cars. If one examines the roads in and around the Grange Golf Club, in particular, Grange Road, the road widening there has only led to an increase in the number of cars.

I propose, a stricter prohibition in the flow of cars entering the City Centre by making this method of transport expensive via the charge of tariffs and added to this if one closes off the majority of the City Centre Car Parks, and Parking along the side of roads by default this will result in more people using Public Transport and or Cycling and thus with less cars on the roads the need for road widening will be eliminated.

Suffice to say that citizens and tourists with special needs ie who drive cars and have a physical disability should have full priority in relation to no tariffs have disabled parking available.

In relation to Volume 2, Chapter 4:

There are too many complex rules & regulations pertaining to cars being unable to make right & left turns.

In relation to Ch 4 point 6.3:

With reference to Pedestrian Crossings, priority should be given to Zebra Crossings as they are more pedestrian friendly, for example on Terenure Road East from

St Josephs Church across to Aldi

The traffic is going slow enough and the volume of pedestrians is high enough for a Zebra Crossing.

In relation to Ch 4 point 5.3:

In this section to quote:

"The existing trees in Christchurch, Rathgar will be retained, -- and the distinctive focal point of the village will be retained," regrettably one can not say the same for the environs of Terenure, in relation to both Rathfarnham Road & Terenure Road East and the Report states that the intention is to acquire land from adjacent properties on both sides of Terenure Road East. (One assumes for road widening purposes).

If this vandalism goes ahead it will in my view contra indicate the clear mandate against such activity as outlined by Dublin City Council in Volume 4 of the Report, under Appendix 2.1 on page 69 to quote:

- (a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the architectural heritage protection guidelines for planning Authorities. Protect structures – from any works that would negatively impact their special character and appearance.
- (f) Protect & retain important elements of built heritage including historic gardens, stone walls, gates & piers ----.
- (g) Makes reference to trees.
- (h) Refers to ecological considerations including Bats.

In essence if the scheme goes ahead the ramifications for this part of Terenure will be such that the character and appearance will be defaced and spoiled for future generations. With reference to point (g) above, of particular note is the Giant Redwood Tree in the Grounds of the Glenone Creche on the corner of Terenure Road East & Brighton Road, this is surely a classic specimen and to cut it down would be a travesty of justice.

In relation to Volume 3: Maps

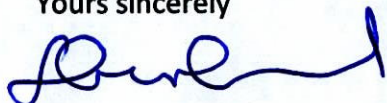
It would appear that the so called Bus Corridors will result in there being less of a geographical spread of bus routes, for example I understand that Route 15B is to be discontinued hence no route on Bushy Park Road, & Butterfield Avenue; and does this mean that the people on Stocking Lane where the Bus terminates will have no bus route and will have to walk to the nearest Bus Corridor possibly several miles away?

In so far as this is the case, people will vote with their feet and use their car thus making the scheme ineffective and dysfunctional in meeting the needs of the public at large.

In relation to Volume 4:

While there is reference to our maverick cross country Bus Routes, namely, 17,18 & 75, it is a surmise / fear on my part, that these routes will be abandoned under the new scheme.

Yours sincerely



Stephen Garland