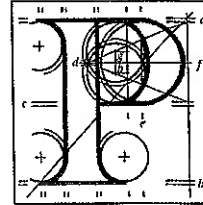


Our Case Number: ABP-316272-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Susan Coleman and Declan O'Neill
14 Rathgar Park
Rathgar
Dublin 6
D06WV82

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

14 August 2023

Re: Templeogue/Rathfarnham City Centre Core Bus Corridor Scheme

Dear Sir or Madam

We wish to make a submission (€50 fee attached) in respect of the planning application submitted to An Bord Pleanála by the National Transport Authority – ‘BusConnects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme.

When considering this application, we believe An Bord Pleanála should consider the following:

- The Scheme is no longer fit for purpose
- It is flawed in design
- Disproportionate inconvenience to achieving final objectives

Whilst we welcome the NTA’s commitment to improving the infrastructure and providing a safer, greener environment for all road users, we believe that the data on which this submission was made is out-dated. It pre-dates the Covid era and therefore does not take into account the vastly different working conditions where a large proportion of the workforce currently work from home or combine this with occasional workplace visits during their working week. This has resulted in a completely different traffic situation with both the volume of vehicles on the road varying from day to day and the alteration to traditional “peak times”. Therefore, at the very least, new data should be collected to ensure the relevance and viability of the Scheme.

We appreciate the complexity of re-designing traffic flow but we feel the NTA has failed to consider all aspects when designing this corridor. The basic question of “Where will the traffic go?” has not been addressed. The NTA seem content to push vehicles off main roads which have been used for generations, and route them through

a) residential areas without any regard for the ensuing congestion, restricting residents’ access, delivery and emergency access, and most particularly, child safety. These residential streets will become car parks, or

b) detour them on lengthy circuitous routes to access their homes and local villages.

Both options will undeniably cause additional unnecessary emissions into the atmosphere which is counter-productive.

Given that emissions are unlikely therefore to reduce with this Scheme, the only remaining objective is that buses can move more freely into the city centre. The NTA have published figures suggesting that the time gained would be no more than 5 minutes. The enormous inconvenience to the local population that the NTA's submission would cause far outweighs this meagre time gain and it is all at a huge cost to the tax-payer. The NTA have not provided any information on how these additional emissions will be offset. Furthermore, the plan includes the felling of mature trees along historic roads and replacing mature green gardens with asphalt/tarmac/concrete.

We ask An Bord Pleanála to carefully consider the long-term impact of allowing the NTA submission to proceed. There has been little to no public engagement and the implications of such drastic changes will be far-reaching and unknown to most of the population. They are irreversible. Hard-working, tax-paying residents who have elected to purchase costly houses in a village setting will have their quality of life significantly reduced. Villages will no longer be accessible to elderly residents who rely on vehicular transport for shopping and worship. Residential areas will become grid-locked – a factor which will surely devalue properties considerably. Child safety accessing homes, schools and parks will be compromised. Unnecessarily lengthy journeys will have to be undertaken to access one's property. The suggested benefit of 5 minutes is ridiculously disproportionate to the consequences above.

As tax-payers, we feel that public money would be far better spent in alternative transport options. The Dublin Metro should be explored but in the short term, we suggest extending the successful tram-line system. Dublin is one of possibly very few cities where roads are not shared by both cars and trams. It seems that running tram-lines through the main city artery roads would relieve traffic congestion, reduce the number of cars on the road and eliminate the destruction of our city villages.

We feel the overall theme of the NTA submission is punitive. Instead of incentivising the use of public transport, vehicle users are being punished, even if their vehicles are as environmentally friendly as they can be. The NTA have made no attempt to increase public transport significantly. In the absence of frequent, reliable, spacious buses, the public have no option but to use their cars. As a bus-using family, we have frequently seen up to 5 buses sail by us on Terenure Road East in the morning rush-hour. If the NTA are intent on forcing people out of their cars, where can they go? To a lengthy bus queue (with no shelter) and wait for the 6th bus to let them on? This is an unacceptable alternative and unreasonable to think that the public will make this choice. Before trying to implement such drastic changes, the NTA should at least increase their bus capacity on the affected routes to see if this is sufficient to encourage road users to use public transport and to so avoiding a costly, disruptive plan.

If traffic management plans are to succeed, the NTA should be willing to engage with the public so that we can move forward together to reach an attainable objective that makes sense to the population and particularly to those who are most affected by it.

Yours sincerely

Susan Coleman
Declan O'Neill