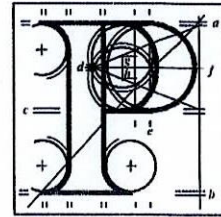


**Our Case Number:** ABP-316272-23

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Terenure West Residents Association  
c/o Bevin Humphreys  
63 Parkmore Drive  
Terenure  
Dublin 6W  
D6WTA43

**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](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

HA02A

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1890 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

**AN BORD PLEANÁLA**

TERENURE WEST RESIDENTS ASSOCIATION

IDG-  
ABP-

065648-23  
11 AUG 2023

Fee: € \_\_\_\_\_ Type: \_\_\_\_\_

Time: 12:24 By: HAND

11 August 2023

An Bórd Pleanála  
64 Marlborough Street  
Dublin 1

**Re Templeogue Rathfarnham Core Bus Corridor HA29N.316272**

Dear Sirs,

The following is an observation on behalf of **Terenure West Residents' Association**. The Association represents an area of approximately 600 households to the west of Terenure village, in an area bounded by Greenlea Road, Fortfield Road and Terenure Road West. Full details of each road are set out at the end of the letter, together with some detail about each road, relevant to this application. We particularly draw your attention to the schools in the area and the threat to children's safety posed by the scheme.

At the outset we must register a protest that we and our residents will seemingly be required to pay a fee of €100 to you if we want to write to you on this scheme and then write to you about the clearly related Kimmage scheme (your reference 317660), also likely to have a very major impact on our area. There is no reason why the two schemes should not be treated as one by you, occasioning only one fee. We are perhaps the only area of Dublin subject to this very unfair double fee imposition by you. We are asking you to rule that the €50 fee which we now submit will cover a submission on the clearly related Kimmage scheme.

We welcome those provisions of BusConnects, which will provide better bus services for our area and/or which will significantly decrease the time taken by a bus to get to its destination. However, other local features to which we refer achieve nothing in these respects, but create enormous inconvenience for residents in Terenure, endanger schoolchildren by vastly increasing traffic on roads and are also environmentally damaging.

We entirely agree that the use of cars needs to be significantly reduced. Our statistics related to our area show quite high bus and bike usage. However there are practical reasons why some people in the community need to use their cars ranging from lack of mobility, children needing to be in several different places at much the same time and trips such as shopping, which cannot really be conveniently carried out by bus. There is also the practical consideration that there is an ongoing migration to electric vehicles, which should eliminate the pollution risk arising from their operation.

We find it surprising that on the one hand NTA is proposing to reduce the level of bus service on Templeogue Road in the morning peak from 23 (see annexed timetables) to 10 (5 services on A1 and 5 services on A3) and yet considers it necessary to impose measures which greatly inconvenience residents. Further by their own admission In Traffic and Transport, the maximum time saving on average will be 1.6 minutes in each direction, the second lowest across all corridors (see Annex 2 Page 9).

**The issues**

Our principal issue with the scheme is the proposed closure of Templeogue Road by a bus gate from 6am to 8pm seven days a week, which we believe has significant negative implication for our environment. There is already an existing bus priority light on this road, which will prioritise the bus and achieves the same speed for it, without the very negative consequences.

Arising from the unnecessary bus gate and its unreasonable hours of operation, we have been "foisted" with two bans on turns into our local roads from Fortfield Road. This is a clear acknowledgement by NTA that significant traffic will divert in our direction and this is a hamfisted attempt to provide a measure to address this. We believe that the principal effect of these bans will be to make access for residents on those roads very difficult. We note that these bans are to apply 24 hours and do not match the bus gate hours, even though they seem to be clearly related. Terenure Road West

is already seriously congested and we are very concerned at measures which either direct extra traffic to the road or which impede the clearance of traffic at the Terenure village end of the road.

### **Templeogue Road**

We note that a traffic survey was conducted on the stretch of Templeogue Road between Fortfield Road and Terenure Village between 31 January 2020 and 13 February 2020. This is a very long time ago to support the current application, particularly as Covid will likely have significantly altered the pattern of travel. The survey is ATC 10-06 on the BusConnects website.

We believe that you need to consider this survey very carefully in your decision making. The survey is very difficult to follow as it is a combination of a map and thousands of lines of figures. We think you should direct NTA to produce this in a form comparable to surveys on other (mainly northside) corridors. The relevant direction is direction A as this is the direction affected by the bus gate. NTA was asked to produce figures comparable to other corridors but they refused to do so. In an effort to assist, we are attaching a summary page by day, which we have had to compile ourselves.

The summary page shows that on weekdays between 6,373 and 7,404 used this road inbound. We believe that the terms OGV1 and OGV2 connote heavy lorries and it can easily be seen that over 300 of these travel the road weekdays. Further, there are routinely over 500 LGVs, with 638 on the final day of the survey. This road is likely among the heaviest used roads in Dublin for commercial vehicles. We don't think there is any scope for drivers to switch from commercial vehicles to bus or bicycle. We believe that it simply not possible to close a road by a bus gate, where this level of commercial traffic uses the road.

The road also has a high level of motorcycle (M/C) use, between 300 and 500 a weekday. A cursory examination of the NTA data under the heading DIRA 85<sup>th</sup> percentile, shows that the speed at which the fastest motorcycles travel is very high, for example at line 89, 75kph and at line 381, 78kph. Indeed an entry at 131kph is noted at line 1646. If these motorcycles are diverted into residential roads with a lot of school traffic, they are unlikely to slow down enough as to not present a serious hazard.

Because of a number of turn bans, Templeogue Road is currently the only way for traffic to access Rathgar and Rathmines, particularly commercial traffic, coming from the M50 motorway. The most significant is the ban on a right turn from Rathfarnham Road into Terenure Road East, but the ban on a right turn ex Templeogue village into Springfield Avenue is also relevant.

There is already a bus priority light (inbound) at Templeogue Road, located just past its junction with Lakelands Park see map 36 of scheme. It is not shown on this map, although it is clearly of enormous relevance. It is clear that BusConnects as a whole is very reliant on bus priority lights as a total of 12 are proposed on this scheme and there are 29 on the other eight schemes submitted to date. These are detailed in paragraph 4.6.4 in Chapter 4 for each scheme. **We believe there is an overwhelming case for this section of Templeogue Road to be governed by a bus priority light and for the bus gate to be omitted.**

A number of people locally have asked the City Council (who operate them) about bus priority lights. Their expressed view is that they work well. However they operate limited hours only. There are three such existing bus priority lights on this corridor and there is also one on Bachelors Walk.

We find it difficult to reconcile the downgrading by Bus Connects of the bus services on Templeogue Road in the morning peak from 23 services an hour to 10 (five A1 and five A3) with their zeal for alterations that seriously inconvenience residents. We fear that we will not be able to access the severely downgraded services.

We are convinced the bus gate is unnecessary as the proposed hours of operation are grossly excessive. For every hour they operate, traffic is going to be diverted into local roads, with environmental damage, danger to children and huge inconvenience to residents. However, if they were operational Monday to Friday only in the morning peak, that would at least relieve local roads of excess traffic at all other times.

If proper, easily readable traffic surveys had been presented to you, it would be easy to see the times at which traffic volumes are high.

## **Fortfield Road**

We only represent that part of Fortfield Road on the left side travelling from Kimmage Cross Roads to Greenlea Road. However our comments are likely applicable to the entire road.

We note that in Chapter 4 08 Traffic Signs and Road Markings, there are few signs proposed to divert traffic before it gets to Fortfield Road. A sign at the Spawell map 30 does indicate a right turn to Terenure, but has straight ahead for St Luke's in Rathgar. There is a sign at Templeogue Bridge map 31 indicating Terenure, City Centre and Rathfarnham turn right. The only material sign is on map 33 which indicates City Centre, St Lukes, Rathfarnham and Terenure all to the right (but with no dedicated right turning lane) and an indication that straight ahead is local access. This sign is not mandatory. The last such sign at map 34 indicated "local access" only straight ahead and the inference is that Fortfield Road is general access. There are no directional signs whatever indicated on the Rathfarnham Road maps. There are also no signs whatever directing traffic towards Rathgar and Rathmines, which we believe is a primary reason for traffic on Templeogue Road. We think the signage arrangement is grossly deficient to stop traffic coming as far as Fortfield Road and only then realising they are heading to a dead-end.

It is a matter of conjecture as to where the traffic originating from the M50 ex Tallaght actually goes. It is clear from all of the maps indicating traffic flows post BusConnects, including those in figures 6.13 to 6.16 that there is some reduction in the enormous volume of traffic on the section of the Tallaght Road to the Spawell (page 154 Traffic and Transport suggests 1,675 down to 1,400). However even if one accepts that as credible, clearly there would be a much wider blue line on the section of Templeogue Road between Fortfield Road and Terenure village, given the dead end from that point. Everything about those maps points to Fortfield Road receiving all the residual traffic left on Templeogue Road, which is we believe far more than it can reasonably cope with.

The actual figures in traffic and transport Chapter 6 have different measures on Templeogue Road, but point A10 on page 155 projects 1,040 (an increase) on Templeogue Road at what seems like the measurement in the area of Templeogue Village (see page 153 map). It is also difficult to understand how mathematically an increase on map 153 approaching Templeogue Bridge can suddenly translate to a decrease in the three roads emerging from the other side of the bridge.

We are also dismayed that the limited traffic modelling conducted by BusConnects focuses only on two hours in the morning and evening peak. We believe that they must produce modelling for every hour that they propose their bus gates will operate. We are already used to extra traffic between 7.30am and 8.30am and 5pm to 6pm. However a bus gate operating 12 noon to 1pm will likely give us increased traffic at that hour. We ask that you direct NTA to provide this information in their response document, as at least this will give some opportunity to understand what we are facing and to comment on it.

Generally it is our view that most of the traffic will continue to come down Templeogue Road and continue into Fortfield Road given the combination of poor signage and the lack of a right turn lane road markings at Templeville Road/Springfield. This will have implications for the volume of traffic on Fortfield Road and for roads off it, particularly Greenlea Road.

Fortfield Road is a residential road not designed for massive volumes of traffic. It has two schools on it and St Pius National Schools are situated nearby on Fortfield Park. The extra traffic is a particular safety hazard for children, whom we will likely be encouraging to walk or use bicycles .

We vehemently oppose in application 317660 to put a bus gate on Kimmage Road . There is likely to be considerable stalling of traffic on the road back from KCR. The extra traffic is likely to include commercial vehicles and motorcycles with the obvious hazards they create.

The ban on a right turn into Rathdown Avenue is likely to lead to massively increased parking on Fortfield Road for Bushy Park related traffic, particularly sports activities in the evening. There is a fear of obstructed driveways and poor sight lines when emerging onto a busy road. There are already significant parking issues on Fortfield Road associated with Bushy Park.

The problems with directing traffic to Fortfield Road are so numerous as to suggest that for that reason alone the bus gate on Templeogue Road simply should not be permitted.



## **Fortfield Road**

### **Turn bans ex Fortfield Road**

This section is all irrelevant if the bus gate at Templeogue Road is not allowed.

At the outset we should say that there are different views among residents about turn bans. No doubt some (but likely only a very few) might favour a ban under current conditions. If contrary to our clear request, a bus gate is imposed, some residents will feel that there has to be a mirroring turn ban but others will place greater value on access to their homes. There is a cogent view, as outlined below, that a ban will be ineffective to stop the road being inundated, because of a mixture of law breaking and of traffic approaching Greenlea from the left.

We are unhappy with the manner of the proposed imposition of 24/7 turn bans from Fortfield Road onto both Greenlea Road and Lavarna Grove. This has been proposed without any consultation, bar a meeting of this group with NTA a number of years back, where NTA may have mooted this, but we indicated we did not want it and just wanted the bus gate removed from proposals. It is our understanding that turn bans of this nature when imposed by the City Council are imposed after proper consultation with all local residents. If you come to the conclusion that you might allow this, we ask that you defer any decision on the scheme, until the normal consultation process is carried out.

We believe that turn bans at these locations will primarily inconvenience people who live on Greenlea/Parkmore and Lavarna respectively. It is also the case that residents of Terenure Road West use the turns to access their road because of the ban on turning left into their road at Terenure Place and the difficulty of making a right turn at Kimmage Cross Roads. Common local facilities accessed using these turns are: **the Parish church on College Drive, Terenure College and Our Lady's Secondary school, Presentation Primary and Post Primary School, Terenure Garda Station, St Josephs primary school, Terenure Rugby Club which includes a large All Weather Facilities with year round use, large Greenlea Medical facilities (GP, Pharmacy, Dental) where people with restricted mobility need to be able to safely access. Two large creche facilities (St Pius and Terenure Rugby Club), After school facilities and after school activities facilitated at Terenure Rugby Club.**

Residents of Greenlea Road and to a lesser extent Parkmore Drive are very concerned that if the bus gate on Templeogue is to proceed, a large portion of the traffic noted above including commercial vehicles and motor cycles will access Terenure, Rathgar and Rathmines via their roads, as it is clearly the shortest route to those places.

It is quite easy legally to evade the right turn ban by using College Drive, Wainsfort Grove and Wainsfort Park. This would be a great annoyance to residents there and would also increase traffic at the park on the corner of College Drive and Wainsfort Grove, (where a children's playground is proposed). This detour would also add approximately 500 metres to a journey. We are also concerned that traffic seeking to circumvent right turn bans will do U turns on Fortfield Road, so that they can approach the banned turns from the left. This is undesirable and a safety hazard.

Further, many motorists may disobey the ban and there is substantial evidence of local bans being flouted (for example at Lower Kimmage Road/Aideen Avenue). Even the quite dangerous banned turn from Templeogue Road into Terenure Road West and vice versa was not observed on 26 November 2019 by 58 vehicles. If NTA are seriously proposing this, you should request an analysis from them of the many junctions they have surveyed where a ban is in place, showing the level of compliance.

There are businesses at the Fortfield end of Greenlea which attract a lot of traffic. We are concerned that this traffic will park on Fortfield Road and College Drive to avoid having to make an illegal right turn. Parking on Fortfield Road at this location is already a safety hazard.

If the bus gate is implemented, we are convinced that there will be extra traffic in Greenlea Road, Ave, Drive, Park and Parkmore Drive. We feel that motorists will ignore the ban or will circumvent it by taking a short detour or a U turn. Further, the turn ban will lead to unsafe parking on Fortfield Road itself.

### **Lavarna Grove**

The implications of the right turn ban for Lavarna Grove/Road are similar to Greenlea Road.

We believe the only impact of this ban will be to inconvenience residents. The road would unlikely be a road of choice accessing the village as it joins Terenure Road West at a point where tailbacks could be enormous at busy times. It could be however a rat run to access Kimmage Road West, and it is possible that issues caused by the Kimmage corridor bus gate close to KCR will make Lavarna attractive as an alternative route; however again we believe the Kimmage bus gate should not be permitted.

If the ban is imposed, cars approaching Lavarna from the south will have to use Wainsfort Road and take a difficult right turn at the junction of Wainsfort and Lavarna (see traffic survey 10-17, 211 vehicles on survey day; quite low between main roads)

### **Terenure Road West**

Terenure Road West is frequently congested and is arguably one of the slowest junctions in the city at its Terenure village end. Most of the non local traffic comes from Kimmage Road West.

Under BusConnects, Terenure Road West will have three buses, the S4, 74 and 81, more than it currently has. It is important for residents and NTA that buses will be able to navigate the road. We fear that the Templeogue Road bus gate will put extra traffic onto this road and find the suggestion of a reduction not credible. Further if a Lower Kimmage Road bus gate is implemented, it seems inevitable that more traffic will come from KCR.

We believe that three measures proposed at Terenure Cross area will make the problem worse (and should not happen) being:

1. a proposal for a dedicated pedestrian phase to cross both Terenure Road West and Templeogue Road at their intersection, when there are already effective pedestrian crossings of both roads.
2. a proposal to allow a right turn ex Rathfarnham Road to Terenure Road East for buses, taxis and cyclists. We believe this turn should be for A2 and A4 buses only and certainly not for taxis and bicycles
- 3 a proposal to eliminate a very acute left turn slip from Rathfarnham Road to Terenure Place. It is our opinion this will make the manoeuvre very difficult and will add to congestion here. While many left turn slips are to be eliminated under the bus corridor plans, all of them seem to be right angle turns.

## **Other local issues**

- We support our neighbours in Terenure Road East in their objections to road widening at this point, which will remove a significant number of trees. This will very negatively alter the visual aspect of Terenure Village from Terenure Place. Some very old trees will be removed. Again an “undeclared” bus priority light which already exists would obviate the need for this.
- We are being offered the prospect of a ten minute neighbourhood where everything we need is within that range. Terenure village with its range of shops (including Aldi, Lidl and Tesco supermarkets) and other facilities offers this. However traders fear that the lack of access due to the bus gate and a congested Rathfarnham Road and Terenure Road West will make their businesses unviable. We think this fear is justified and that we will lose our 10 minute neighbourhood for a bus corridor offering a minute off a journey.
- Many of our older residents and parents with young children use our local park Bushy Park. It is however too far to walk for some. The ban on a right turn into Rathdown Avenue (obviously bus gate connected) means a very long drive (with corresponding extra car pollution) to get access to that side of the park. While the park is accessible from the Rathfarnham side, there is limited parking and there are very steep hills up to the parkland level, which are quite challenging. We believe this turn ban needs to be modified to allow park access.
- We are unhappy that bus stop 1159 at Terenure College on the Templeogue Road is to be moved to a place which frequently floods when it rains. There is no flooding issue at its current location. No bus shelter is proposed at the new location, whereas the trees offer some protection at the current stop. We note also that a bus stop used by our residents and close to Lakelands Park is to be moved. We cannot understand why bus stop moves has not been clearly flagged by a notice at the bus stop.
- A left turn slip road is to be removed turning from Templeogue Road into Springfield Avenue, with no reason given. This is heavily used and DMURS would imply that you need to leave it there or have NTA put in a dedicated slip.
- We are concerned at the proposal to CPO all the parkland fronting Bushy Park and Rathdown Avenue along the Templeogue Road. The existing surfaced paths and tracks are carefully threaded between the trees. We believe that there is no local call for any upgrade of any track there and that the likely result of any works there will destroy the trees. We do not believe this CPO should be permitted.

## **Other issues**

- We cannot understand why, if Lower Rathmines Road is to be closed by bus gates, it is also necessary to eliminate all of the “straight through” routes crossing Ranelagh Road and Sandford Road. We refer to routes via the Ranelagh Triangle from Charleston Road to Chelmsford Road and a route from Merton Drive to Marlborough Road. Further, we understand there are active proposals to make Beaver Row in Donnybrook one way, which may add to the routes barred.
- Many of us travel by bus through (and to) Rathmines. We cannot see any need for bus gates in Rathmines to operate on Saturday or Sunday, as there are no delays.
- We are aware that residents in Upper Rathmines Road and Highfield Road have an issue with the closure of Rathgar Road outbound. This also affects access to our area. We do not think adequate thought has been given to the relative merits of the original scheme for Rathgar Road remaining two way and what is now proposed. Further there is a question as to whether peak hour bus gates outbound Monday to Friday on Rathgar Road would achieve the necessary bus priority.
- We note that alternate sections of the route from Fortfield Road as far as Kevin Street will be either one way inbound or outbound. We cannot see why a consistent direction of flow cannot be maintained on the entire corridor.

We have seen draft submissions from other local residents groups (including Recorders Whitehall Road, WORK and Orwell Park) and we are generally supportive of what they say in those drafts.

Signed .....  
BEVIN HUMPHREYS  
PP Secretary

**FOR TERENCE WEST RESIDENTS ASSOCIATION**

**Address: 63 Parkmore Drive Terenure D6W TA43**

### Annex 1

#### **DESCRIPTION OF OUR ROADS**

Census 2016 (which we believe is the latest to breakdown our area in detail) shows a population of 1,854 in Terenure C, the bulk living on the roads below.

**348 were then over 65 years of age.**

**275 were between 55 and 64, all now likely to be around 65 years of age.**

**471 were below 19 years of age, with over 200 below 10.**

This gives a sense of the population likely to have car dependence to some extent.

The then analysis of commuting shows 414 (565 with passengers) driving by car and 554 by bike, bus or on foot. So about half and half. Most households had one or two cars

#### **Fortfield Road**

This is over 1km long and runs between Templeogue Road on the Templeogue Rathfarnham corridor and KCR, the start of the Kimmage corridor. It is primarily residential.

However there are two schools on it, Terenure College and Our Lady's School. Further, St. Pius National Schools are about 250 metres from the road. We believe that across the three schools there are over 2,500 pupils. There is accordingly a very significant volume of school related traffic on the road and a number of "lollipop" crossings at school times. The local parish church is about 100 m from the road. It is our opinion that the proposals are a grave danger to school children.

The 54A bus route traverses most of the road. While this is currently a two buses an hour service, this is to be upgraded to six an hour under BusConnects.

There is relatively little parking on the road, except for some spill over parking at the Templeogue Road end associated with Bushy Park and at the junction with Greenlea Road associated with shops and businesses and with busy funerals in St. Pius' Church.

#### **Glenavy Park**

This is an exclusively residential cul de sac of about 20 houses leading onto Terenure Road West and therefore affected by its issues.

#### **Greenlea Avenue**

This is a short exclusively residential road connecting Greenlea Road and Parkmore Drive largely used for local access.

#### **Greenlea Drive**

This is a short exclusively residential road connecting Greenlea Road and Parkmore Drive largely used for local access.



### **Greenlea Grove**

This is a short exclusively residential road off Greenlea Road. It is however the vehicular access to Terenure College Rugby Club and is therefore quite busy with access traffic. A substantial development proposed by the club may increase traffic.

### **Greenlea Park**

This is a short exclusively residential road connecting Greenlea Road and Parkmore Drive largely used for local access. It has some overspill parking and is very narrow.

### **Greenlea Road**

This is a long largely residential road connecting Fortfield Road and Terenure Road West. There are over 100 houses. It is quite busy in the morning and evening peaks with some through traffic avoiding local main roads.

There are a number of local shops and businesses at the Fortfield Road end. These include a post office, a pharmacy, a doctor and a music school, all significant traffic attractors.

It has quite a lot of on street parking at both ends. At the Fortfield end this is related to local shops and businesses. At the Terenure Road West end, parking is related to it being the nearest free parking to Terenure village and a drop off point for the Presentation Primary and Secondary schools.

There can be some parking also in areas close to Terenure College Rugby Club particularly for league matches.

### **Lavarna Grove**

This is a residential road of around 60 houses which runs between Fortfield Road and Terenure Road West. It has a large green area in the middle used by children to play and therefore constitutes a greater risk of accidents involving children. It is however currently very quiet bar some rush hour through traffic.

### **Lavarna Road**

This is a residential road of around 40 houses off Lavarna Grove, but joining it at both ends. Traffic would be largely access.

### **Parkmore Drive**

This is a residential road parallel to Greenlea Road of about 100 houses. It is a cul de sac off Terenure Road West, but has three connections to Greenlea Road which facilitate a small amount of through traffic. It is very narrow at its upper end where any on street parking makes passing problematic.

### **Terenure Road West**

This is the busiest road in the area. It is largely residential with about 120 houses. There is a community school close to the village (467 enrolment), Presentation Primary school (491 enrolment) close to Greenlea Road and therefore there is substantial school related traffic. Again, the inevitable increase of traffic on this road, is a serious danger to our schoolchildren's health and safety.

The pavements are very narrow and this creates some degree of pedestrian hazard with the current traffic levels. It is particularly difficult for pedestrians to walk at the inbound bus stops. It is widely avoided by cyclists due to the high traffic and the camber of the road. There is virtually no parking on the road, as the road itself can barely carry two lanes of traffic and parking obstructs one lane.

There are currently two bus services on the road, the city bound 15A and the orbital 17. This will increase to three bus services under Bus Connects with an S4, 74 (a new service) and 81.

### **The Laurels**

This is an estate of about 40 houses off Terenure Road West and affected by the issues on that road.

## Annex 2 Time savings

There is a statement in Traffic and Transport in each application to the effect that “Based on the results presented in Table A the Proposed Scheme will deliver average in/outbound journey time savings for B service bus passengers of up to X minutes in 2028 (AM/PM) and Y minutes in 2043 (AM/PM)”. We note that the Terenure to Spawell section of the bus corridor is forecast to only save **1.6 minutes** off an average bus journey either direction and this declines to **0.8 minutes (0.7 inbound)** after 2043. In the planning applications (effectively 15 in number) to date, the only worse performing corridor is Phibsboro to Finglas where savings are 1 minute or less – however this is already a full bus lane either way bar a short outbound section at the Cemetery.

These are the figures for each corridor (see Table overleaf P.9) set out in the Traffic and Transport section of the application and in number order.

"in" is the inbound journey in the morning peak  
 "out" is the outbound journey in the evening peak

The corridors called Finglas, Clondalkin, Templeogue and UCD join other corridors and the measurement seems to relate to their segment only, although this is not clear with UCD

### TIME SAVINGS

Corridor		2028 mins	2043 mins	Page
Clongriffin	in	4.7	5.2	79
	out	4.1	3.2	83
Swords	in	8.2	7.8	131
	out	4.9	5.7	136
Ballymun	in	4.9	6.3	132
	out	4.8	5.5	137
Finglas	in	1.0	1.0	142
	out	0.6	0.2	147
Blanchardstown	in	5.7	5.5	115
	out	4.8	4.3	120
Lucan	in	7.1	7.1	79
	out	1.9	2.4	84
Liffey Valley	in	9.4	9.0	91
	out	3.0	3.0	96
Clondalkin	in	4.7	3.6	132
	out	2.1	1.6	136
Tallaght	in	7.0	2.4	140
	out	9.3	11.1	144
<b>Templeogue</b>	<b>in</b>	<b>1.6</b>	<b>0.7</b>	<b>125</b>
	<b>out</b>	<b>1.6</b>	<b>0.8</b>	<b>131</b>
Kimmage	in	7.4	5.4	79
	out	2.8	1.8	83
Rathfarnham	in	6.0	4.0	136
	out	8.2	4.6	142
Bray	<u>Not available</u>			
UCD	in	4.1	4.0	123
	out	4.3	4.8	123
Blackrock	in	6.6	5.2	116
	out	9.4	7.6	120
Ringsend	in	12.5		76
	out	4.5		80

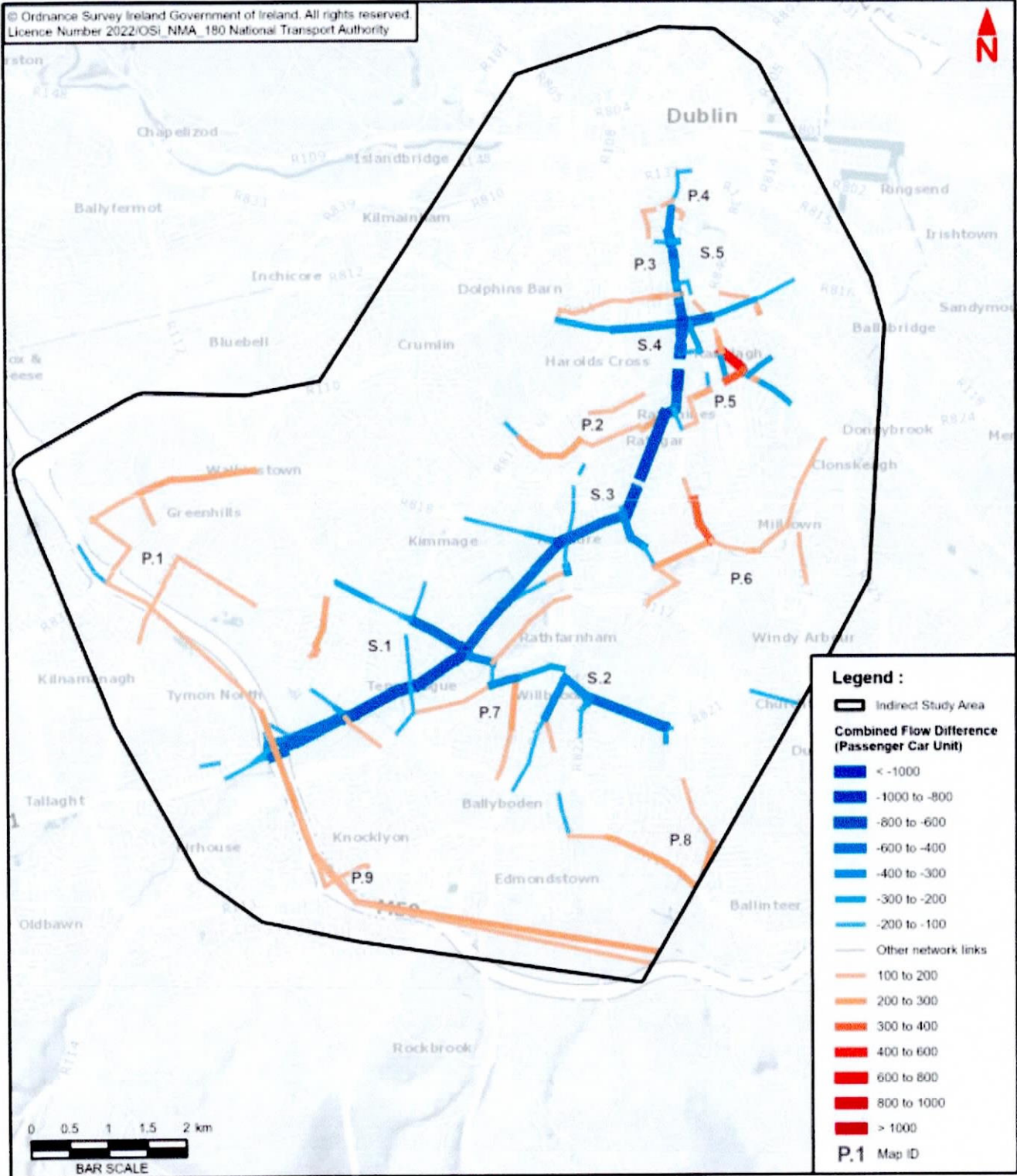


Diagram 6.41: Flow Difference on Road Links (Do Minimum vs. Do Something), PM Peak, 2028 Opening Year

TIMPTOGUE RD

Sum of DIRA	Column	31/01/202	01/02/2020	02/02/2020	03/02/2020	04/02/2020	05/02/2020	06/02/2020	07/02/2020	08/02/2020	09/02/2020	10/02/2020	11/02/2020	12/02/2020	13/02/2020	Grand Total
CAR		6050	6201	5871	5620	5685	5915	5435	5732	6206	5384	5488	5441	5906	6014	80948
LGV		540	297	164	510	573	550	450	491	310	169	560	496	576	638	6324
M/C		464	152	120	480	497	511	219	435	109	51	358	326	367	439	4528
OGV1		215	159	123	238	234	222	200	239	154	132	222	225	233	202	2798
OGV2		89	40	26	102	108	111	58	93	41	16	87	92	66	100	1029
PSV		8	6	5	9	15	10	11	7	4	5	8	7	14	11	120
<b>Grand Total</b>		<b>7366</b>	<b>6855</b>	<b>6309</b>	<b>6959</b>	<b>7112</b>	<b>7319</b>	<b>6373</b>	<b>6997</b>	<b>6824</b>	<b>5757</b>	<b>6723</b>	<b>6587</b>	<b>7162</b>	<b>7404</b>	<b>95747</b>

# February 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8

16	17	18	19	20	21	22
23	24	25	26	27	28	29

**Table 5.2 JTC Locations**

JUNCTION IDENTIFIER	JUNCTION NAME	TYPE	DAILY MOVEMENTS	AM MOVEMENTS	PM MOVEMENTS
10-1	Templeogue Road/Spawell Link Road	Priority	59,414	4,242	4,594
10-2	Templeogue Road/Cheeverstown House	Priority	30,722	1,858	2,140
10-3	Templeogue Road/Corrybeg	Priority	29,633	1,869	2,099
10-4	Templeogue Road/Cypress Grove	Signals	40,104	2,738	2,994
10-5	Templeogue Road/Templeogue Business Centre	Priority	18,255	1,115	1,333
10-6	Templeogue Road/Maxol Exit	Priority	18,614	1,145	1,365
10-7	Templeogue Road/Riverside Cottages	Priority	18,500	1,146	1,368
10-8	Templeogue Road/Springfield Ave	Signals	33,975	2,519	2,577
10-9	Templeogue Road/Springfield Road	Priority	19,242	1,523	1,389
10-10	Templeogue Road/Bushy Park House	Signals	<u>22,818</u>	1,981	1,701
10-11	Templeogue Road/Rathdown Ave	Priority	17,597	1,339	1,250
10-12	Templeogue Road/Rathdown Park	Priority	14,688	946	1,077
10-13	Templeogue Road/Fergus Road	Priority	14,141	923	1,042
10-14	Terenure PI/Templeogue Road	Signals	22,763	1,548	1,621
10-15	Maxol Entrance/ Templeogue Road	Priority	18,635	1,133	1,346
10-16	Wainsfort Road/Templeville Road	R4	33,754	2,320	2,654
10-17	Fortfield Road/Fortfield Road	Priority	19,014	1,260	1,437
10-18	Greenlea Road/Fortfield Road	Priority	<u>81,91</u>	1,032	632
10-19	Kimmage Road/Terenure Road	Signals	34,672	2,665	2,577
10-20	Terenure Road/Greenlea Road	Signals	<u>10,781</u>	876	828
10-21	Wainsfort Road/College Dr	Priority	<u>18,677</u>	1,225	1,369
10-22	Fortfield Road/College Dr	Priority	<u>8,827</u>	1,153	670

The diagram below taken from the November 2021 Greater Dublin Area Transport Studies Dublin South West details the S4 orbital route which routes via Kimmage and Terenure to UCD

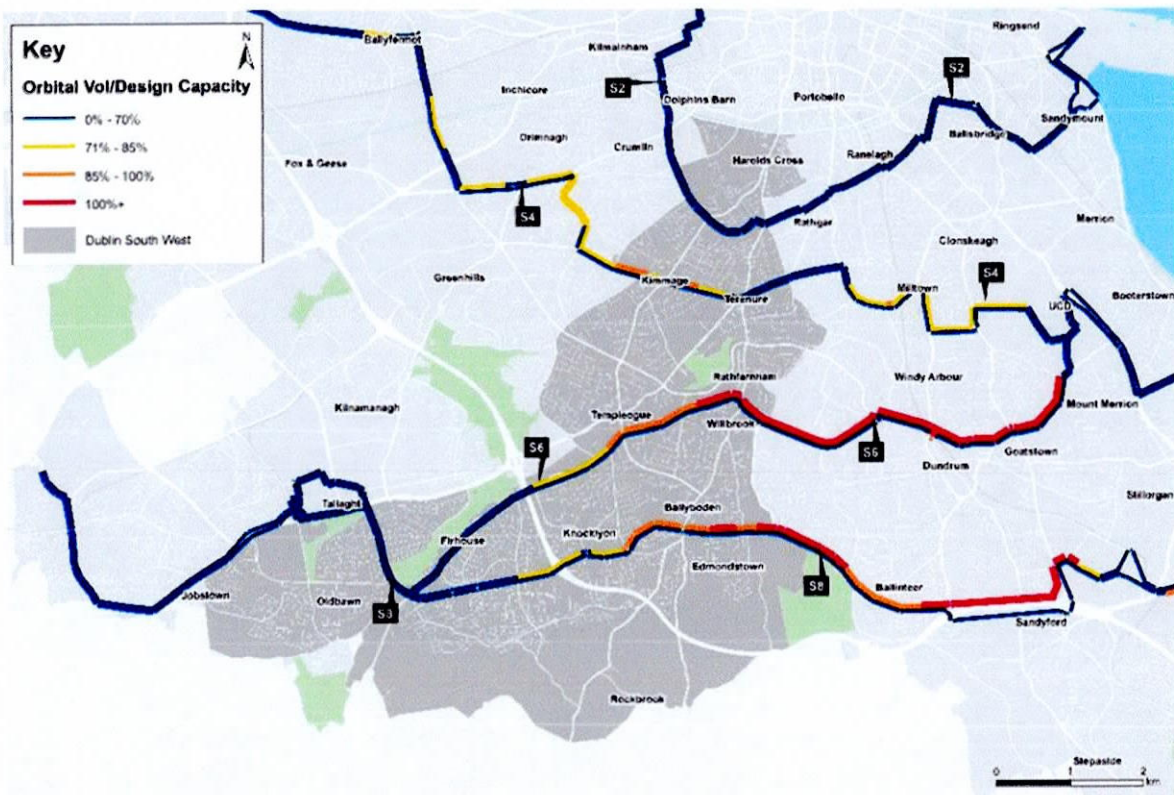


Figure 4-17: Capacity utilisation of orbital bus routes (AM peak)

# 15

## From Ballycullen Rd. Towards Clongriffin



Bóthar Bhaile Uí Chuilinn, Droichead Theach Mealóg, Tír an Iúir, Ráth Maonais, Sráid Aungier, IFSC, Fionnradharc, Timpeallán Ard Aidhin, Cluain Ghríffin

Buses leave terminus at

1-15

Route Variations  
 † During term time only  
 e Departs from Eden Quay

Monday – Friday				Saturday				Sunday			
04:00	04:30	05:00	05:30	04:00	04:30	05:00	05:30	04:00	04:30	05:00	05:30
06:00	06:10	06:20	06:30	06:00	06:15	06:30	06:45	06:00	06:30	07:00	07:30
06:40	06:50	07:00	07:06	then every 15 minutes until 23:30				08:00	08:20	08:40	09:00
07:10	07:20	07:24	07:28					09:20	09:40	10:00	10:20
07:32	07:36	07:39	07:42	23:45	00:00	00:30	01:00	10:40	11:00	11:20	11:40
07:45	07:48	07:51	07:54	01:30	02:00	02:30	03:00	12:00	12:15	12:30	12:45
07:59	08:03	08:12	08:21	03:30							
then every 5-12 minutes until 17:10								then every 15 minutes until 23:30			
17:10 <sup>e</sup>	17:20	17:30	17:30 <sup>e</sup>					23:45	00:00	00:30	01:00
17:40	17:50	18:00	18:10					01:30	02:00	02:30	03:00
18:20	18:30	18:40	18:50					03:30			
19:00	19:15	19:30	19:45								
20:00	20:15	20:30	20:45								
21:00	21:15	21:30	21:45								
22:00	22:15	22:30	22:45								
23:00	23:15	23:30	23:45								
00:00	00:30	01:00	01:30								
02:00	02:30	03:00	03:30								

Ballycullen Rd. » 15 mins » Templeogue Bridge » 5 mins » Terenure » 14 mins » Rathmines » 10 mins » Aungier St. (Bishop St.) » 13 mins » IFSC » 8 mins » Fairview » 13 mins » Artane Roundabout » 20 mins » Clongriffin (Sq.)

All times are off peak estimates

Fare stages	
59 41	Ballycullen Rd. (Stocking Ave.)
60 40	Ballycullen Rd. (Hunters Crescent)
61 39	St. Colmcille's Way (Glenlyon Crescent)
62 38	St. Colmcille's Way (Orlagh Park)
63 37	Scholarstown Rd. (The Rookery)
64 36	Templeogue Bridge
65 35	Templeogue Post Office
66 34	Templeogue Rd. (Fortfield Rd.)
67 33	Templeogue Rd. (Rathdown Park)
68 32	Terenure
69 31	Rathgar Rd. (Frankfort Ave.)
70 30	Rathmines Rd. (Rathgar Rd.)
71 29	Rathmines Rd. Lwr. (Richmond Hill)
72 28	Richmond St. South
73 27	Aungier St. (Bishop St.)
74 26	Sth. Great George's St.
75 25	Eden Quay
76 24	Connolly Rail Station
77 23	Newcomen Bridge
78 22	Annesley Bridge Rd.
79 21	Fairview (St. Joseph's School)
80 20	Malahide Rd. (Griffith Ave.)
81 19	Malahide Rd. (Donnycarney Church)
82 18	Malahide Rd. (Killester Park)
83 17	St. Brigid's Rd. (Roundabout)
84 16	Brookville Rd. (Ascal Measc)
85 15	Malahide Rd. (Newtown Cottages)
86 14	Malahide Rd. (Ard na Greine)
87 13	Malahide Rd. (Belcamp Rd.)
88 12	Malahide Rd. (N32)
89 11	Clare Hall
90 10	Hole In The Wall Rd. (Father Collins Park)
91 09	Clongriffin (Grange Lodge Ave.)
92 08	Clongriffin (Sq.)

# 49

## From Pearse St. Towards Tallaght (The Square)

Sráid an Phiarsaigh, Coirnéal Uí Lionaird, Sráidbhaile Theach Mealóg, Bóthar an tSeanbhábhuin, Tamhlacht (An Chearnóg)



Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:10	06:25	06:55	07:15	06:45	07:45	08:30	09:00	10:30	11:30	12:30	13:30
07:45	08:15	08:45	09:15	09:30	10:00	10:30	11:00	14:30	15:30	16:30	17:30
09:45	10:15	10:45	11:15	11:30	12:00	12:30	13:00	18:30	19:30	20:30	21:30
11:45	12:15	12:45	13:15	13:30	14:00	14:30	15:00	22:30	23:30		
13:45	14:15	14:45	15:15	15:30	16:00	16:30	17:00				
15:40	16:10	16:30	16:45	17:30	18:00	18:30	19:15				
17:00	17:15	17:30	17:50	20:00	20:45	21:30	22:30				
18:15	18:45	19:15	19:45	23:20							
20:20	21:00	21:40	22:30								
23:20											

Pearse St. » 15 mins » Leonard's Corner » 15 mins » Templeogue Village » 15 mins » The Mill / Old Bawn Rd. » 20 mins » Tallaght (The Square)

# 49

## From Tallaght (The Square) Towards Pearse St.

Tamhlacht (An Chearnóg), Bóthar an tSeanbhábhuin, Sráidbhaile Theach Mealóg, Coirnéal Uí Lionaird, Sráid an Phiarsaigh



Buses leave terminus at

16-19

Monday – Friday				Saturday				Sunday			
06:15	06:40	06:55	07:10	06:45	07:45	08:45	09:30	09:30	10:30	11:30	12:30
07:25	07:40	07:55	08:15	10:15	10:45	11:15	11:45	13:30	14:30	15:30	16:30
08:30	09:00	09:30	10:00	12:15	12:45	13:15	13:45	17:30	18:30	19:30	20:30
10:30	11:00	11:30	12:00	14:15	14:45	15:15	15:45	21:30	22:30	23:30	
12:30	13:00	13:30	14:00	16:15	16:45	17:15	17:45				
14:30	15:00	15:30	16:00	18:15	18:45	19:15	20:15				
16:30	17:00	17:30	18:00	21:15	22:15	23:30					
18:30	19:00	19:30	20:00								
20:45	21:20	22:00	22:40								
23:30											

Route Variations  
| From Jobstown

Tallaght (The Square) » 20 mins » The Mill / Old Bawn Rd. » 15 mins » Templeogue Village » 15 mins » Leonard's Corner » 15 mins » Pearse St.

All times are off peak estimates

Fare stages

25 75 Pearse St.	34 66 Templeogue Rd. (Fortfield Rd.)
26 74 Lord Edward St. / Nicholas St.	35 65 Templeogue Post Office
27 73 Patrick St. (Dean St.)	36 64 Templeogue Bridge
28 72 Clanbrassil St. (Lombard St. West)	37 63 Charleville House
29 71 Leonard's Corner	38 62 Knocklyon Ave.
30 70 Harold's Cross Green West	39 61 Ballycullen Rd.
31 69 Kenilworth Park	40 60 Old Bawn Rd. (Old Mill Pub)
32 68 Terenure	41 59 Whitestown Way
33 67 Templeogue Rd. (Rathdown Park)	42 58 The Square



**65****From Blessington / Ballymore Towards Poolbeg St.**

Baile Coimín / Baile Mór, Crois an tSéipéil, Tamhlacht (An Chearnóg), Teach Mealóg, Tír an Iúir, Ráth Maonais, Sráid Camden, Sráid an Phoill Bhig

**Buses leave terminus at**

20-22

Monday – Friday	Saturday	Sunday
06:30 07:00 <sup>k</sup> 07:10 <sup>b</sup> 07:30 <sup>t</sup>	07:10 <sup>b</sup> 08:30 09:30 <sup>b</sup> 11:30	09:30 11:30 <sup>b</sup> 13:30 <sup>b</sup> 15:30
08:00 09:30 <sup>b</sup> 11:30 13:30	13:30 <sup>b</sup> 15:30 <sup>b</sup> 17:00 19:00 <sup>b</sup>	17:00 <sup>b</sup> 19:00 <sup>b</sup> 20:00 22:00 <sup>b</sup>
15:30 17:30 18:30 19:45 <sup>k</sup>	20:00 <sup>b</sup> 22:00 23:00 <sup>b</sup> 00:20	23:00 <sup>b</sup> 00:20
20:30 <sup>b</sup> 21:30 23:15 00:15 <sup>b</sup>		

Route Variations  
 k From Ballyknockan  
 b From Ballymore  
 t During term time only

**Blessington / Ballymore** » 15 mins » **Cross Chapel** » 20 mins » **Tallaght (The Square)** » 15 mins » **Templeogue** » 15 mins » **Terenure**  
 » 15 mins » **Rathmines** » 10 mins » **Camden St.** » 10 mins » **Poolbeg St.**

All times are off peak estimates

**Fare stages**

48 52	<b>Saggart Rd.</b>	36 64	<b>Templeogue Bridge</b>
47 53	<b>De Selby Quarries</b>	35 65	<b>Templeogue Post Office</b>
46 54	<b>Jobstown</b>	34 66	<b>Templeogue Rd. (Fortfield Rd.)</b>
45 55	<b>Blessington Rd. (Raheen)</b>	33 67	<b>Templeogue Rd. (Rathdown Park)</b>
44 56	<b>Old Blessington Rd. (The Square)</b>	32 68	<b>Terenure</b>
43 57	<b>Tallaght Village</b>	31 69	<b>Rathgar Rd. (Frankfort Ave.)</b>
42 58	<b>Tallaght Rd. (Newtown Park)</b>	30 70	<b>Rathmines Rd. (Rathgar Rd.)</b>
41 59	<b>Tallaght Rd. (Balrothery)</b>	29 71	<b>Rathmines Rd. Lwr. (Richmond Hill)</b>
40 60	<b>Tallaght Rd. (Firhouse Bridge)</b>	28 72	<b>Richmond St. South</b>
39 61	<b>Tallaght Rd. (Spawell Golf Range)</b>	27 73	<b>Aungier St. (Bishop St.)</b>
38 62	<b>Tallaght Rd. (Spawell Bridge)</b>	26 74	<b>St. Great George's St.</b>
37 63	<b>Tallaght (Cheeverstown House)</b>	25 75	<b>Poolbeg St.</b>

# 65b

## From Poolbeg St. Towards Citywest

Sráid an Phoill Bhig, Sráid Camden, Ráth Maonais, Tír an Iúir, Teach Mealóg, An Seanbhábhún, Iarthar na Cathrach



Buses leave terminus at

Monday – Friday				Saturday				Sunday			
05:50	06:30	06:50	08:30	05:50	06:30	07:15	08:30	09:00	10:00	11:00	12:00
09:00	10:00	11:00	12:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00
13:00	14:00	15:00	16:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
16:50	17:20	18:00	19:00	17:00	18:00	19:00	20:00	21:00	22:30	23:30	
20:00	21:15	22:30	23:30	21:00	22:30	23:30					

Poolbeg St. » 10 mins » Camden St. » 10 mins » Rathmines » 10 mins » Terenure » 10 mins » Templeogue » 12 mins » Old Bawn » 12 mins » Citywest

# 65b

## From Citywest Towards Poolbeg St.

Iarthar na Cathrach, An Seanbhábhún, Teach Mealóg, Tír an Iúir, Ráth Maonais, Sráid Camden, Sráid an Phoill Bhig



Buses leave terminus at

Monday – Friday				Saturday				Sunday			
06:50	07:20	08:00	09:45	07:00	07:45	08:30	09:45	08:30	09:30	10:30	11:30
10:30	11:30	12:30	13:30	10:30	11:30	12:30	13:30	12:30	13:30	14:30	15:30
14:30	15:30	16:30	17:30	14:30	15:30	16:30	17:30	16:30	17:30	18:30	19:30
18:30	19:15	20:00	21:15	18:30	19:30	21:15	22:15	21:15	22:15	23:30	
22:20	23:30			23:30							

Citywest » 12 mins » Old Bawn » 12 mins » Templeogue » 10 mins » Terenure » 10 mins » Rathmines » 10 mins » Camden St. » 10 mins » Poolbeg St.

All times are off peak estimates

Fare stages



25 75	Poolbeg St.	36 64	Templeogue Bridge
26 74	St. Great George's St.	37 63	Charleville Rd.
27 73	Aungier St. (Bishop St.)	38 62	Knocklyon Ave.
28 72	Richmond St. South	39 61	Ballycullen Rd. (Glenvara Park)
29 71	Rathmines Rd. Lwr. (Richmond Hill)	40 60	Killininny Rd. (Allenton)
30 70	Rathmines Rd. (Rathgar Rd.)	41 59	Killininny Rd. (Oldcourt Farm)
31 69	Rathgar Rd. (Frankfort Ave.)	42 58	Killininny Rd. (Parklands Rd.)
32 68	Terenure	43 57	Killininny Rd. (Greenfield Park)
33 67	Templeogue Rd. (Rathdown Park)	44 56	Old Bawn Rd. (Old Bawn Bridge)
34 66	Templeogue Rd. (Fortfield Rd.)	45 55	Killinarden Heights (Health Centre)
35 65	Templeogue Post Office	46 54	Jobstown
		47 53	De Selby Quarries
		48 52	Citywest

Version TT 8.1 Tel (01) 8734222