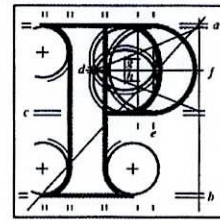


**Our Case Number:** ABP-316272-23



**An  
Bord  
Pleanála**

Butterfield District Residents' Association  
c/o Fíonán Ó Cuireáin  
Ballyroan Community and Youth Centre  
70 Marian Road  
Rathfarnham  
Dublin 14  
D14 R7Y7

**Date:** 17 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

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

# Butterfield District Residents' Association



Submission to An Bord Pleanála  
with reference to

Case No. 316272: Templeogue / Rathfarnham to City Centre Core Bus Corridor  
Scheme

14 August 2023

The Butterfield District Residents Association (BDRA) agrees that while the proposed BusConnects Templeogue/Rathfarnham Corridors will benefit the local community it believes that some parts of the proposal are flawed and require additional investigation before it can proceed to construction.

BDRA would like the following points to be included and clarified when the BusConnects proposal for the Templeogue/Rathfarnham Corridors are being considered.

BDRA is concerned that the convergence of buses at Terenure crossroads to continue down Terenure Road East will cause grave difficulties for the free movement of all traffic at the junction. The immediate BusConnects plan will see 30 buses pass through this junction each hour. Future projections of passenger demand on this route from NTA could see the figures for buses to potentially rise to 57+ It is hard to see how this level of traffic will be supported at this junction in the future.

BDRA notes that this application has not laid out clearly how the South Dublin spines will link to the North Dublin spines. As matters stand maps do not show how buses will pass easily from south to north by way of O'Connell Street as College Green is to become a pedestrian plaza. Similarly, neither Parliament Street nor Capel Street will be available as a bus corridor due to pedestrianisation. BDRA considers that ABP needs to seek detailed clarification from the NTA/Dublin City Council on this issue prior to any decision-making process.

It is clear that BusConnects alone cannot possibly address the transport needs of the area between the Green and Red Luas lines, an area that faces a rapidly increasing population in the years to come due to current and future building projects. The BusConnects plan has not been predicated on these future transport needs but on already out of date figures. Furthermore, modelling of future transport needs figures have been revised downwards in order to mask the inadequacy of the BusConnects plan for the area.

Many residents are concerned about the changes that are already being made to roads in the Rathfarnham area. People are generally very supportive of the need to develop initiatives to protect the environment and cut down on damaging emissions in order to slow climate change. Walking and cycling options are seen in a very positive light.

However, quite a number of local residents have expressed serious concerns in relation to the changes that have been made to Dodder View Road. The cycle and walking lanes have been widened considerably. The road space has been proportionally reduced. The width of the road has been narrowed to accommodate the Greenway and to reduce vehicular speed, but residents have reported that they are finding it difficult to drive safely. People have observed that the road is too narrow to allow for proper distancing from the kerb and that many drivers cross the continuous median line for this reason.

Dodder View Road is traversed by articulated trucks along with other large service vehicles serving Tesco and other local businesses. Residents have reported their anxieties for their safety while driving in the path of large oncoming vehicles on a road that they believe is too narrow to support vehicles of this size safely. This will prove highly problematic as this road has been earmarked as a principal city-bound thoroughfare from the Templeogue Road.

BDRA residents are greatly concerned that the transport needs of its area demographic may be undermined seriously by the restrictions to other general travel possibilities within the area brought about by the BusConnects plan.

The population of the BDRA catchment area with its high proportion of elderly resident ownership will always contain this spread because of the generational pattern of property occupation. Modes of walking, cycling and public transport will not serve the transport needs of all older people.

BDRA would like to point out that some car journeys will always be necessary. Some older people will avail of the new options provided by BusConnects, others will continue to need to use cars to travel for health services, shopping and social arrangements that are not possible for them to access using BusConnects or the walking or cycling modes. Some care workers visiting clients will continue to need car journeys and parking space.

While many young families within the area will avail of the increased active travel and public transport infrastructure, some will also need to use car transport to access schools and childcare. These essential car journeys may be significantly lengthened due to route restriction with obvious effects on emissions.

BDRA requests that the very restrictive arrangements within the NTA plan in relation to car travel, ahead of a working public transport system be reconsidered in the light of necessary car journeys by some residents.

BDRA is an associate of the wider Metro South West Group. Rather than reiterate the content already submitted by this group BDRA hereby states its full endorsement and support for the comprehensive case MSWG makes for proper feasibility consideration for the extension of the Metro to the South-West. The planners of the Busconnects project should also consider the need to link into other transport projects to offer simpler solutions to Dublin's transport needs now and in the future.

BDRA note that Rathfarnham Castle Park is situated at the very start of the proposed bus corridor and there is realistically no long-term prospect of bus lanes continuing outwards from the nearby

**Nutgrove Avenue /Grange Road / Rathfarnham Wood junction once pedestrian and cycling infrastructure are upgraded (as is being called for urgently by local schools and other community bodies).**

Therefore, taking a substantial amount of woodland from this 450m stretch, primarily to construct an outbound bus lane, at a huge cost in terms of biodiversity and the environment, simply does not make sense. (There is already an inbound bus lane on this stretch). The Woodland area is situated primarily along the boundary of the Park with Grange Road, which is exactly the area where the land is proposed to be taken. This unspoilt woodland area is a quiet haven which is very unusual in such an urban setting and is particularly needed by people who are autistic or neurodiverse or have sensory issues. It is loved by young children. It is a very special area and, once gone, it cannot be replaced. This area is at the very start of the bus corridor, so there should be more flexibility regarding design.

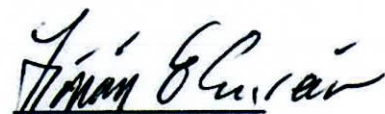
The bus corridor should instead cease at the dual carriageway beside Rathfarnham Village, with a bus priority light for outbound buses at the junction with Butterfield Avenue. (There is already an inbound bus lane on the stretch of road adjoining the Park.) Rathfarnham Castle Park's Woodland area should be preserved in its entirety for future generations.

**BDRA fully support and endorse Rathfarnham Wood Residents Association's submission to An Bord Pleanála regarding the Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme.**

**Conclusion:**

BDRA would request that An Bord Pleanála not grant permission before the concerns outlined in this document and those presented by the wider MSWG are addressed in a thorough and transparent fashion. There is too much at stake in terms of wastage of vast amount of taxpayers' money, cost to the environment and poor transport outcomes for citizens and their families due to incomplete public transport planning decisions.

On behalf of Butterfield District Residents' Association

  
Fionán Ó Cuireáin

Butterfield District Residents Association,  
C/O Ballyroan Community and Youth Centre,  
70 Marian Road,  
Rathfarnham,  
Dublin D14R7Y7