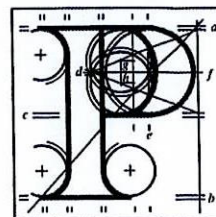


Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Orla Murphy
7 Fortfield Drive
Terenure
Dublin 6W
D6W KH21

Date: 15 August 2023

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear 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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Bord Pleanála Case reference: HA29N.316272 / Bus Connects

Orla Murphy

7 Fortfield Drive

Terenure

Dublin 6W

D6W KH21

03/08/2023

As a resident of Fortfield, I have serious concerns about the impact of Bus Connects on this area and local people's capacity to make journeys to work, to shop locally or in town, to visit relatives and friends, or go to the Hospice or for various other purposes, without serious disruption and inconvenience. Having considered the plan, I wish to offer observations and arguments in largely a question format, as set out below.

Observations and questions:

General

What is the plan to incentivise people to move from car usage to public transport and so reduce the number of cars on the road?

In my locality, people are forced to use their cars to get to town and other areas because of the impossibility of getting a bus during rush hour. Have provisions been made for this localised increased demand for the bus service?

Has there been a (1) current and (2) future demand analysis for Bus connects? What year were these analyses done? What is the future expected usage coming from this analysis? And what criteria was taken into consideration?

I have been advised that approx. 25,000 vehicles daily use the Spawell roundabout. With bus connects, and the fact that cars will no longer be able to drive through Templeogue/Terenure to the city, what is the expected percentage of that 25,000 will need to use public transport? How many extra buses will be provided daily to cater for these extra people? How many buses will run through Terenure Place per hour to facilitate the extra demand? What are the options for drivers reaching the Spawell roundabout? Will there be a car park facility at this point to get people from their cars to the bus?

If a double decker currently holds 80 people, then how many extra buses will be required during both the morning and evening rush hour traffic to facilitate the newly created demand from car users?

How many extra night link buses will be provided to get people home safely at night if the 15 bus is already full after 12pm? What will the security measures be in place to assist people waiting in town at bus stops for buses?

What is the proposed traffic progression system to be put in place to prevent gridlock at the KCR once people cannot drive through Templeogue/Terenure villages?

In a society of supposed **equality**, how are commuters outside Terenure College who currently cannot get the 15 bus at morning rush hour be catered for now and in the future when the demand will exponentially increase? What is the proposal to ensure that we (the squeezed middle commuters) will be entitled to the same opportunities to get a bus into town as those in Ballycullen (and to note this area is only new to this route)?

Currently, the 15 bus route is full by the second bus stop when leaving the terminus at Ballycullen on its journey to the city centre. What measures will be put in place to ensure all commuters along this route (especially at Templeogue/Terenure/Bushy Park) have the **same opportunity and equal rights** to get a bus to the city?

On days of big matches in Croke park and the Bray air show, what measures will be put in place to ensure all commuters along the A Spine from Ballycullen have the same opportunity to get to town? My husband could not get a 15 bus on Saturday 15th July 2023 to get to a match in Croke Park?

Currently, the proposed changes favour only commuters starting their bus journey at Ballycullen. How will **equality** for all travellers along the route (e.g. Templeogue/Terenure/Bushy Park) be achieved?

What solution can you offer **now (even before bus connects)** and in the **future** to commuters who cannot get a bus in the morning to get to college or work?

What is the proposed dedicated bus lane that will be in operation for third level students from Templeogue/Terenure to UCD safely, quickly and on time?

How are you going to **prevent mental health issues** when people are trapped in their houses due to traffic gridlock and people parking across their driveways (this is already happening at local school pick-up times)?

How much will it cost to travel from Templeogue/Terenure to town by bus or from Templeogue/Terenure to UCD?

Has there been confirmation on **how** buses will proceed at the end of Georges Street through the city centre to the North Side of the city?

Fortfield has Bushy Park and four schools within walking distance of all the roads, what will be done to prevent gridlock in this area, illegal parking, U-turns, rat running and nuisance driving?

What is the confirmation of correct time savings or full bus capacity on all Spines?

What is the cost analysis on this project compared to a metro option?

Rathdown and removal of trees.

Why are you removing trees along the Templeogue Road for a cycle track when all you need to do is remove the roundabout at Rathdown Park/Rathdown Crescent, make Rathdown Park one way from the Crescent and allow cyclists to use the other side of the road with a bigger opening from the main road.

What is the climate agenda for local habitat and excess rainwater as currently the grass and trees soak up the excessive rainwater (as seen in July 2023)?

A spine from Tallaght:

1. Proposed terminus in Terenure Village, has an exercise been conducted to measure the time taken to get 80 people off a bus at the new Terenure Village terminus?
2. What is the extra time to exit 80 passengers and for them to get on another bus? What is the overall time savings compared to the current routes?
3. What help will be put in place for passengers who are disabled, elderly or mothers with buggies to exit one bus and get on another? What is the additional time frame if 50% of the bus users are disabled/elderly etc and what is this comparison to the current bus route time frame?
4. How long (in minutes) will it then take to get these passengers who have had to exit one bus back on a different bus?
5. What protection from the wind and rain will be provided to those who must exit the bus from Tallaght in Terenure Village?
6. Please explain why passengers on this route are being treated unfairly and as second class citizens compared with those who have a direct bus route to the city?
7. What is the proposed new process for those people who have to exit spine A Tallaght bus in Terenure to get another bus eg will they have priority boarding over other commuters? If not, why not?
8. Why do only passengers on the Spine A Tallaght Bus have to switch buses as opposed to those on the A Spine from Ballycullen? The Tallaght bus route has always been in existence since my childhood, and the 15 starting at Ballycullen is only a recent development so why is Ballycullen been given preferable treatment?
9. What is the exact time saving of a passenger who wants to get a bus from the Tallaght terminus to the city terminus?
10. What is the exact time saving of a passenger who wants to get a bus from Terenure College/Bushy Park in the morning rush hour using the A Spine Tallaght into the city centre?

Spine A from Ballycullen

1. Why do passengers from Ballycullen have to come over Templeogue Bridge at all if they are going into town? Why can't they have a bus route to bring them straight down Butterfield

Avenue past Rathfarnham Centre to Rathfarnham Village? Why are you overcrowding the Templeogue Bridge area?

2. When Templeogue/ Terenure becomes gridlocked in the mornings, what is the proposal to prevent this?
3. What is the exact time saving of a passenger who wants to get a bus from the Ballycullen terminus to the city terminus?
4. What is the exact time saving of a passenger who wants to get a bus from outside Terenure College/Bushy Park in the morning rush hour using the A Spine Ballycullen?
5. Why are you moving the bus stop outside Terenure College further down along the Templeogue Road to make it more difficult and further away for bus users in the Fortfield community area to get the new buses?

Bushy Park issues

1. Where and what is the proposed new parking area to be provided for those who want to use Bushy Park and need to drive their small kids to club training in Bushy Park or the Saturday market?
2. What is the proposed new parking area to be provided for those people wanting to do the 5K Saturday morning fun run in the park instead of using Rathfarnham Shopping Centre?
3. Why do you need to remove trees in Bushy Park when all you need to do is split and widen the already in situ communal walking/cycling path and have one half dedicated to walkers (especially those with dogs on leads) and the other, a dedicated cycle path?

Fortfield

1. There are four schools within walking distance of Fortfield Drive, eg Terenure College, Our Lady's , St Pius X BNS, St Pius X GNS. Most parents consider it necessary to drive their children to school. How is the safe dropping off of children to be managed? It is easy to envisage a scenario with frustrated drivers doing U-turns, motorists pulling across driveways, kids exiting on busy roads and general chaos. How will all this be managed?
2. How is the general increase in traffic around Fortfield to be managed? Rat running can be expected to increase, both around schools on weekdays and at weekends and in the evenings when clubs use in Bushy Park?
3. What plans have been put in place for local increased housing and this impact on parking and bus demands?

Solution

We need a direct metro system or a sky train with buses feeding from local other areas. This would ensure capacity, consistency, convenience, and a punctual and prompt transport system treasured by the local residents.

Solution for Cyclists going into Rathdown Park/Rathdown Crescent and on into Bushy Park without cutting down trees:-

Widen the entrance into Rathdown Park/Rathdown Crescent and remove the roundabout. Make Rathdown Park one way from the Crescent and make the right side of this road towards Bushy Park a dedicated cycle track only. Then in Bushy Park split and widen the already in situ communal walking/cycling path with one half being dedicated to walkers (especially those with dogs on leads) and the other side dedicated to cyclists?