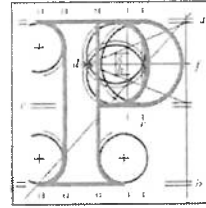


Our Case Number: ABP-317660-23



**An
Bord
Pleanála**

Deirdre Pender
33 Harold's Cross Road
Harold's Cross
D6W F212

Date: 15 December 2023

Re: Bus Connects Kimmage to City Centre core bus corridor scheme
Kimmage, Dublin

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 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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Deirdre Pender
33 Harold's Cross Road
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D6W F212

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

7th December 2023

To Whom It May Concern,

I would like to make an observation on the proposed NTA Kimmage to City Centre Core Bus Corridor Scheme, as a homeowner whose property will be affected by this scheme. As part of the development a section of my garden will be both permanently and temporarily acquired. I am very well aware of the traffic congestion on Harold's Cross Road during the day, especially during the morning and afternoon rush hours. But I'm unsure that this proposed scheme will make very little difference until a comprehensive public transport system is in place people will continue to use private vehicles. Over the last few weeks Bus Connect have discontinued some bus routes and have replaced them with new routes, there has been a lot of discontent as passengers now have to take two buses or other public transport offerings to get to their destination, where previously they only had to take one.

I am cognisant that changes need to take place for a better commuter experience, although the proposed scheme seems to want to drive the private vehicle off the road. For my local area I am concerned about the following:

- The multiple bus gates with different operation times.
- The capacity of alternative routes to cope with the increased use, rerouting all private vehicles up along the left-hand side of Harold's Cross Park heading towards Terenure. Part of this road does not have a bus lane so the current buses that use this route, the 16 and 49, will take longer to reach their destinations.
- The impact of the proposed bus gates on local businesses and local access, i.e. the destruction of local villages and centres of communities. How familiar are the planners with the local area and the layout of the local communities.

Besides the Kimmage to City Centre bus corridor there are two others in our local vicinity; Rathfarnham to City Centre and Greenhills to City Centre, the proposed changes on all of these routes will push private vehicles along one route towards the city centre. Dublin, and the city centre in particular, is not a grid city but one built around the original Viking

settlement, over hundreds of years, with narrow streets that traverse in all directions. This is part of the charm of Dublin and what tourists come here for.

I'm not accustomed to reading plans so I'm finding proposal diagrams difficult to decipher so my apologies for any incorrect observations.

Below are my observations on the proposed changes on the NTA Kimmage to City Centre Core Bus Corridor Scheme:

Bus Corridors and Bus Gates

From Ravensdale Park to the bottom of Harold's Cross Park there are a number of different bus gates with different operating hours.

- Ravensdale Park – Monday to Sunday – 06:00 to 10:00 and 16:00 to 20:00
- Lower Kimmage Road – Monday to Sunday – 06:00 to 10:00 and 16:00 to 20:00
- Harold's Cross Road at junction with Lower Kimmage Road – Monday to Sunday – 24 hours
- Harold's Cross Road at the park towards City Centre – Monday to Sunday – 06:00 to 10:00

I don't see the benefit of this, the section of Harold's Cross Road at the park is very similar in layout to Lower Kimmage Road, so why the different operating hours? I would suggest that the same time periods, least restrictive, operate over all three bus gates. Also why are there two different operating times for the bus gate at Harold's Cross Park, this is extremely confusing or is this a mistake?

Two bus services that use the proposed bus gates on Harold's Cross Road are the route 9 and 54a. During rush hour Monday to Friday only 7 buses travel this route every hour, each way. This reduces to 5 outside of rush hour and on Sundays. It seems excessive to have the Harold's Cross Road bus gate in operation on a 24/7 basis for such a small number of buses.

Part of my garden will be taken for this scheme through a CPO. I find it hard to understand why the gardens in the row of houses, from my house 33 Harold's Cross Road to number 61, have been taken to extend the road as there is no widening of the road from this point onwards. At the park there will be a pinch point as there is no dedicated bus lane. As I mentioned above this will cause delays for outbound traffic as both private vehicles and buses will be using the same lane.

There are three schools along this section of road, St. Clare's National School, Harold's Cross Educate Together Primary and Secondary schools. By forcing private vehicles to use this section of road increases the risk to school children attending these schools. As I mentioned there are no plans, or availability of space, to widen the road at this section or increase the size of some of the narrow footpaths. Also Dublin City Council are intending to implement School Zones at these schools which will further narrow the footpath outside of the school gates.

Once private vehicles reach the top of the park they need to take a right turn along a narrow road, which currently only allows one car to pass at a time, to access Mount Jerome, The

Russian Orthodox Church and access to Mount Argus Road. The proposal indicates that parking spaces on the park side of the road will be removed. The planners have obviously used an old map as there are no parking spaces on this side of the road and there hasn't been any in quite a number of years. I also note that the proposal indicates that the path will be removed from this side of the road. I think this may be a hazard for children coming out of the park.

Moving along Harold's Cross Road at Kenilworth Park, currently there is no right-hand turn at this junction, but a new layout of this junction is proposed in the new scheme and will facilitate a right-hand turn. This change will divert private vehicles onto residential roads towards Sundrive Road. Again along this route, on Clareville Road, there are two primary schools. Surely it would be better to divert traffic away from schools on what are narrow roads in a residential area, with on-street parking, that have not been designed for high levels of traffic.

Cyclepaths:

The proposal indicates that cyclepaths are not continuous along the whole length of Kimmage Road, I would have thought that this would have been a priority. Rather than providing on-street parking at Lower Kimmage Road before Sundrive Road would it not be better to extend the cyclepath along the whole length of this road?

I also note that the proposal indicates that the cyclepath at the on-street parking between 79 and 85 Harold's Cross Road, will be on the footpath, rather than roadside. From the proposal it looks like the passenger door opens directly onto the cyclepath. There is currently a disabled parking space at this location and my concern would be that people with mobility issues getting in and out of a car would obstruct the cyclepath and may cause an accident.

Footbridges:

The proposal indicates that two new footbridges will be constructed over the canal at Emmet Bridge. I note from the proposal that the walking surface will have a perforated steel and the sides will be glass. This is quite a utilitarian structure and with the amount of money that will be spent on this scheme I think something more decorative should be considered as pedestrians will no longer be able to use the existing bridge.

Drainage:

I have mentioned on two previous occasions to NTA agents that due to inadequate surface water drainage down Mount Drummond Avenue and Harold's Cross Road, during heavy downpours of rain, the footpath and road outside of my house floods and becomes impassable. The only shores on Mount Drummond Avenue are outside of my house and on Harold's Cross Road the shores before mine are outside of the Post Office. I have on occasions had to walk through flood waters to get into my house. Pedestrians have had to cross to the opposite side of the Harold's Cross Road to pass.

I couldn't work out from the proposal diagrams where additional shores are to be located. I would hope that additional shores are provided and that the proposed extension of the footpath, at Mount Drummond Avenue, outside of my house will not add to the problem or that the proposed parking spaces become flooded instead.

On a general note I hope the NTA keep residents informed, in a timely manner, at all phases of the project. In particular, I would like ample notice of when they intend to start work my garden, as there are plants and garden vases I want to keep and would need to move.

Thank you for taking the time to read my observations.

Yours sincerely,

Deirdre Pender