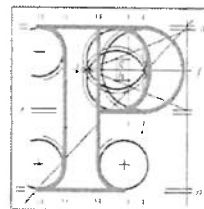


(F)

**Our Case Number:** ABP-317660-23



**An  
Bord  
Pleanála**

Karen Talbot Chairperson of  
Saint Martins Residence Association  
c/o 13 St Martins Park  
Kimmage  
Dublin 6W

**Date:** 08 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 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.

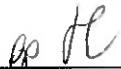
If you have any queries in relation to this matter please contact the undersigned officer of the Board at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

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

Yours faithfully,



---

Eimear Reilly  
Executive Officer  
Direct Line: 01-8737184

HA02A

**Teil**  
**Glaio Áitiúil**  
**Facs**  
**Láithreán Gréasáin**  
**Ríomhphost**

**Tel**  
**LoCall**  
**Fax**  
**Website**  
**Email**

(01) 858 8100  
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[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## St Martins Residents Association

An Bord Pleanála  
Strategic Infrastructure Division  
64 Marlborough Street,  
Dublin 1

Karen Talbot Chairperson of St Martins Residence Association.  
C/o 13 St Martins Park, Kimmage, Dublin 6W  
[REDACTED]

Date 24 November 2023

Ref: An Bord Pleanála Case Ref: 317660  
Bus Connects Core Bus Corridors / 11 Kimmage to City Centre Core Bus Corridor Scheme.

The residents association on behalf of the residents of St Martins Park and St Martins Drive, collectively St Martins Residents Association would like to make the following submission in relation to the Bus Connects Core Bus Corridor / 11 Kimmage to City Centre Core Scheme. (see also Appendix A attached signed sheet, Appendix B previous submissions on the Bus connects schemes.)

We also enclose the prescribed fee of €50.00.

### Introduction

St Martins Park and St Martins Drive are located within a Cul-de sac consisting of 69 dwellings located off the Kimmage Road lower, North of Kimmage Cross Roads and South of Sundrive Road. Access to and from the estate is via one entrance / exit point onto Kimmage Road Lower. There is also an apartment block of approx. 12 units that also enters and egresses from St Martins onto the main Road.

Our Observations primarily deal with Section 1 and 2 Lower Kimmage Road from Kimmage Cross roads to Junction with Harolds Cross Road and Harolds Cross Road from Harolds Cross Park to Grand Canal.

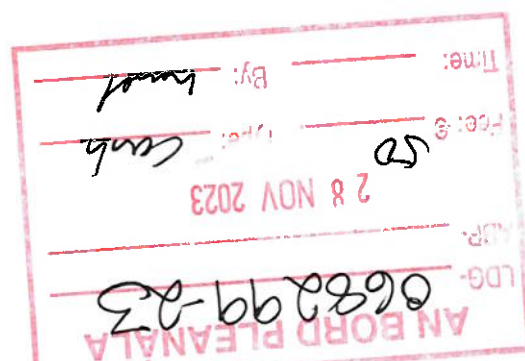
We have been engaged throughout the process and have made submissions and observations which we include below See Appendix A.

### Observations

Having reviewed the documents we would make the following observations in relation to the Scheme.

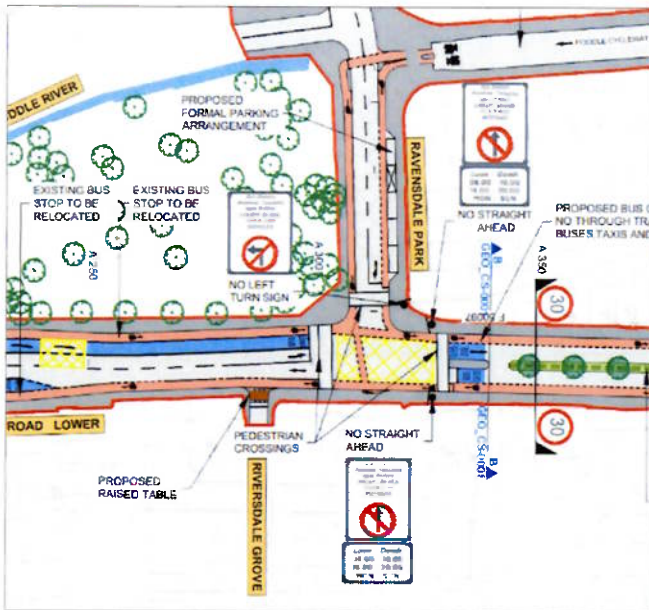
#### 1. The Proposed Bus Gates.

The residents of St Martins Park and St Martins Drive would make the following submission in relation to the 3 No gates that most affect them and their environs as can be ascertained within the Kimmage scheme and the documents that we could review.



# St Martins Residents Association

## 1.1 Bus Gate No 1



**Gate No 1**

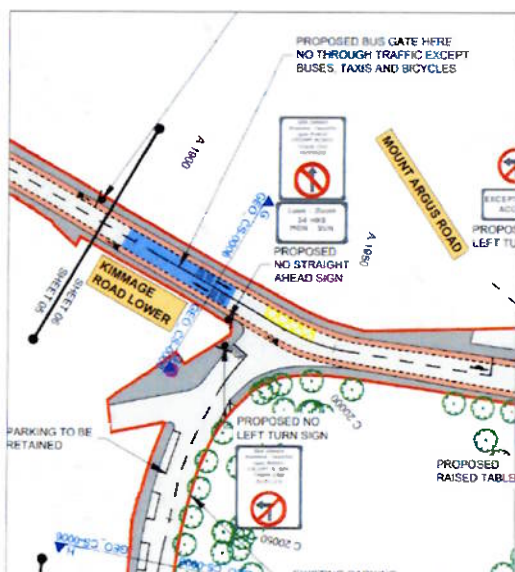
The proposed Bus Gate at Ravensdale Park North of the Kimmage Cross Roads (Sheet No 1, EIAR Volume 1 General Arrangement Drawings)

*“The Proposed Bus Gates in both directions are to be operational between the peak hours of 06:00-10:00 and 16:00 -20:00 Monday to Sunday.”*

The residents welcome that the operational times have been altered to peak times only, but submit that the inclusion of Saturdays and Sundays to the peak times is unnecessary, too restrictive and disproportionately affects the residence living in the vicinity.

There is no impact assessment, or consideration / analysis of the consequential impact on the surrounding area of the restrictions on the residents, whose homes are located within the bus gate locations.

## 1.2 Bus Gate No 2



**Gate No 2**

## St Martins Residents Association

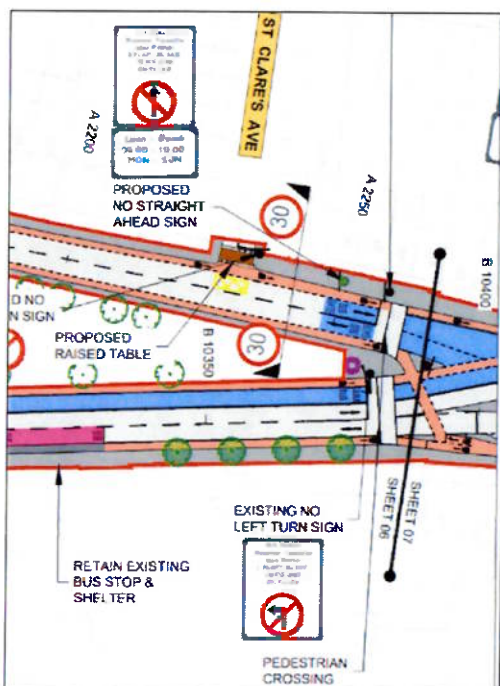
The proposed Bus Gate at the Junction of Harolds Cross Park (Sheet No 6, EIAR Volume 1 General Arrangement Drawings)

The documents appear to Propose that the Bus Gates in both directions are to be operational 24 hours Monday to Sunday. This is overly and disproportionately restrictive given that the road will only be used by residents for local access. This denies residents access at all times to use their cars to access the Cemetery, Our Lady's Hospices and other amenities in Harolds Cross.

We would request the following amendment to this gates operational times –

That this gate operates at peak times only in the same way as ( Gate No 1 in our report at Ravensdale), In addition as requested above that the Saturday and Sunday hours be removed.

### 1.3 Bus Gate No 3



**Gate No 3**

The documents appear to proposed that the Bus Gate at St Clare's Ave Junction of Harolds Cross Park (Sheet No 6, EIAR Volume 1 General Arrangement Drawings) in the Northern direction is to be operational between the hours 06:00-10:00 Monday to Sunday.

There is no indication as to the operational times for the gate in the Southern direction nor can we find reference to the operation of this gate in any of the documents.

We would request that clean times are to be indicated and that Saturday and Sunday restrictive times be removed for the reasons given above.

### **1.4 Bus Gates**

We would request the 3 Bus gates operational times be reviewed, we would submit that clear operational times have not been indicated on the general arrangement drawings or reports.

We would submit that off peak time access could be allowed to facilitate residents living between the 3 No gates.

We would submit that Saturday and Sunday access should be allowed.

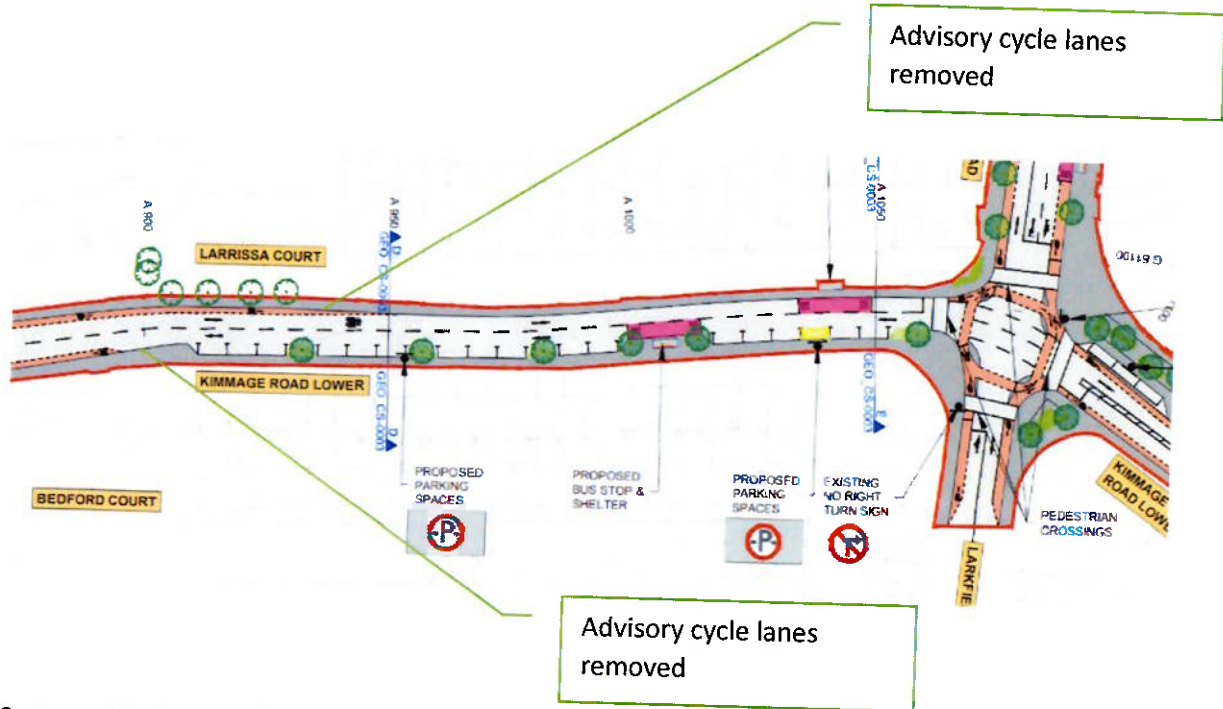
## St Martins Residents Association

The omission of the proposed operational times of the southern bound bus gate needs to be addressed to allow residents assess fully the scheme.

While we are fully committed to improving the infrastructure of the public transport and cycle facilities in our area and understand that the access effects the wider community beyond Kimmage. We would suggest that the proposed indicated operation times of, in particular the 2 gates at Harolds Cross Park and the Saturday and Sunday restrictions is a disproportionate and unnecessary inconvenience to be inflicted on the people living and working within these gates precluding and restricting them from going about their daily business.

We would also content that with the issuing of the Dublin City New Transport Plan with the aim of precluding private cars from large areas of the city, which in turn will discourage private cars from travelling through Kimmage on route to town the bus gate makes the restrictions on the residents within these gates even more unnecessary and restrictive.

### 2. Provision of Cycle Lanes Sheet No 3



Source -Sheet No 3, EIAR Volume 1 General Arrangement Drawings)

It would appear from the extract shown above that the existing advisory cycle lanes have been removed in the Northern direction from No 207 Lr Kimmage Road and in the Southern direction from Bedford Court, which is contrary to all sections of the submitted reports and intentions of the scheme.

Can the designers of the scheme indicate what is the intension – are cyclists using these routes to dismount? Carry out dangerous manoeuvres and merge into the traffic?

Why have the proposed advisory cycle lanes been removed in favour of more car parking?

We submit that the existing road is not wide enough to provide for additional parking, traffic lanes which buses will be using and the existing advisory cycle lanes and is extremely dangerous for any cyclist to have to compete with buses, private cars and parked cars on a narrow road lane.

## St Martins Residents Association

It would be our contention and experience that less traffic on the road leads to Cars and Buses speeding up, which in turn makes it even more dangerous for cyclist to be expected to manoeuvre into a shared lane space.

It is also our contention that by reducing the road width for all traffic, by the introduction of car parking spaces, which may be an attempt to slow traffic down, adversely will have a negative impact on cyclists as the cars have no choice but to veer into the cycle space, this is especially the case for Vans and buses as they will not have enough room.

By reducing the road width to accommodate car park spaces, It is the more vulnerable users (i.e the cyclist) who will be left in a dangerous position, as frustrated car / Van / bus drivers will revert to hazardous and threatening overtaking measures. This is evident, by the current situation of cars parking on this stretch of road, leading to dangerous conditions for cyclists having to negotiate around them and in and out of moving traffic.

We are supposed to be making sustainable transport measures safe, something in our opinion this design is failing to achieve.

### **We collectively contend that the proposed design of this section of road is dangerous.**

This is also contrary to all the statements made throughout the documentations with reference to the existing advisory cycle lanes being retained.

*"The Proposed Scheme will provide fully segregated cycle tracks in either direction along its entire length, with the exception of within the Bus Gates, **where the existing advisory cycle lanes will be retained and not altered as the road conditions will be much enhanced as a result of the reduced general traffic restricted by the Bus Gates.** The southernmost portion of the Proposed Scheme is complemented by an offline cycle route, by way of shared quiet street along Poddle Park, Blarney Park, and Mount Argus."*

Source- Non-Technical Summary Introduction Page 3.

*"Segregated cycle tracks will be provided in either direction along the entire length of the Proposed Scheme, with the exception of within the Bus Gates, **where the existing advisory cycle lanes will be retained and not altered, as the road conditions will be much enhanced as a result of the reduced general traffic restricted by the Bus Gates.**"*

Source- Environmental Impact Assessment Report (EIAR) Volume 1 of 4 Page 14

*Segregated cycle tracks will be provided in either direction along the southern sub-section of the Proposed Scheme that precedes the Bus Gate at the Ravensdale Park Junction. **After this point, the existing advisory cycle lanes will be retained and not altered, as the road conditions will be much enhanced as a result of the reduced general traffic restricted by the Bus Gate.***

Source Description of the scheme Section 1 Lower Kimmage Road from Kimmage Cross Roads to the Junction with Harolds Cross Road Page 15

#### 4.6.3.2 Cycle Lanes

*Cycle lanes do not have vertical and / or horizontal separation from adjacent traffic lanes. **The existing advisory cycle lanes will be retained along R817 Kimmage Road Lower within the proposed Bus Gates, over a length of 2km between Ravensdale Park, just north of the KCR Junction at the southern end, and the northern end of Harold's Cross Park***

## St Martins Residents Association

Source EIAR Volume 2 of 4 page 23

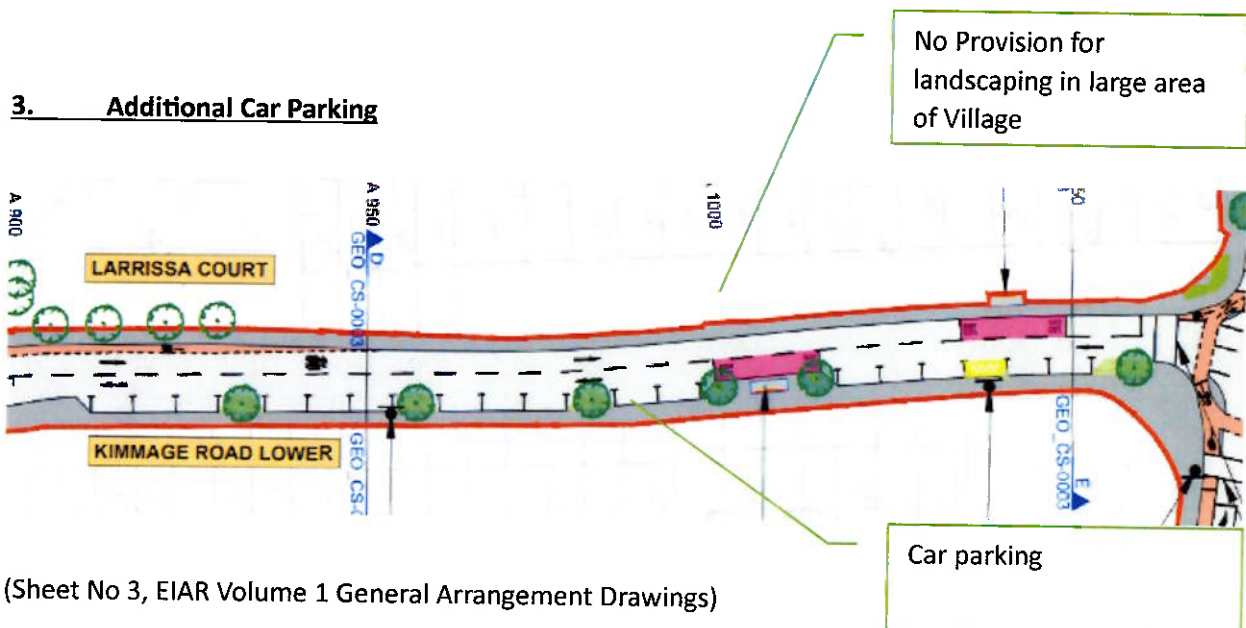
In Addition Chapter 03 Consideration of Reasonable alternatives states on page 19

*"...From this, three potential options were considered to facilitate cyclists along this section of the Proposed Scheme:*

- *Option A - Bus Gate with low traffic flows, 30 km/h (kilometres per hour) speed limit and existing advisory cycle lanes retained;*
- *Option B - Cycle Tracks along Kimmage Road Lower;*
- *Option C - Alternative (or Complementary) Cycle Routes via: o C1 - Quiet street route via Hazelbrook and Larkfield parallel on the eastern side; or o C2 - River Poddle Greenway Cycle Route parallel on western side.*
- *Options D - Combination of Cycle Routes A, C1 and C2.*

*Following a review of these options, the optimum arrangement for Section 1 was identified as the provision of a Bus Gate and shared use of the road with low traffic flows and speeds, in combination with parallel quiet street cycle routes (Option D). Overall, in terms of the sub-criteria under the Environment criterion, the preferred option (Option D) was more advantageous than Option B as there would be no encroachment on gardens (the same as Environmental Impact Assessment Report (EIAR) Volume 2 of 4 Main Report Kimmage to City Centre Core Bus Corridor Scheme Chapter 3 Page 20 Option C2) and less advantageous than Option A and Option C1 in terms landscape and visual due to potential impacts to the Stone Boat feature. Other environmental sub-criteria were not a determining factor."*

There is no impact assessment on the removal of these advisory lanes, no consideration or analysis of the consequential impact on the cyclists using the lanes and how the removal mid route will be dealt with. We would submit that all existing advisory cycle lanes be retained and not altered with in bus gates as it is stated in the EIAR but is contradicted in the general arrangement drawings.



(Sheet No 3, EIAR Volume 1 General Arrangement Drawings)

We note on the general arrangement drawings that an additional 17 No car parking has been included on the Southern route outside the existing properties Nos 176 to 220 Kimmage Road lower.



## St Martins Residents Association

It appears from the general arrangement drawings that the cycle lanes have been omitted to facilitate these additional spaces, as discussed above -Provision of cycle lanes (Sheet No 3 Volume 1 General Arrangement Drawings).

We would contend that the installation of the additional car parking spaces in this location is contrary to the aspirations of the Bus Connects scheme.

We submit strongly that this is over intensification of Car Parking in the area as spaces are in addition to approximately 64 No marked spaces being retained on the opposite side of the road stretching from 169-199 lower Kimmage Road.

We should be trying to improve the Village of Kimmage and it appears we are adding additional car parking and a couple of trees.

In addition, the impact of these new spaces has not been addressed with in the submitted documentation we note that with in the EIAR Vol 1 Description of the Proposed Scheme, detail about the additional car parking provision to be installed with in Section 2 of the Bus connects route is highlighted, but within the description of Section 1 there is no reference to the introduction of these additional 17 No proposed car parking spaces. Why is this not highlighted with in the description, why are the spaces not numbered?

The inclusion of these new spaces also completely contradicts the intent laid out in Chapter 04 Description of the Proposed Scheme highlighting the predominance of carparking and poor visual setting while introducing additional carparking.

*"4.5.1.9.1 Village Improvements at the Junction of R817 Kimmage Road Lower and Sundrive Road The area surrounding the junction of R817 Kimmage Road Lower and Sundrive Road is considered the village centre for Kimmage and represents a focal point for commercial activity within the local area. **Currently, this location has a predominance of car parking and a poor visual setting.**"*

Source- EIAR Volume 2 Main Report Page 9

This is also a lost opportunity to do something about the carpark stretching from 171 to 199 Lower Kimmage Road, by not progressing some landscaping options. This bank of parking is in absolute need of landscaping options, with its crude private markings and no provision for cross over of pedestrians and cars.

There is no delineation between the pavement and the parking, no provision when cars are crossing over the pedestrian pavement which they do at all points with no regard for pedestrians and or cyclists.

While most residents of the area realise that people need to park their cars in proximity of their residence and that the businesses have a right to have customers park in the vicinity of their premises. This arrangement is not enhancing the village in any way and is a huge visual detriment to the area.

There must be some provision made for soft landscaping and we would ask why there has been no attempt to landscape this area and why the introduction of 6 No trees on the opposite side of the road along with a new bank of carparking is the answer to the further enhancement of Kimmage.

## St Martins Residents Association



Source-Photo 14<sup>th</sup> Aug 2023

Photographs indicating the existing arrangement outside No 171 to 199 Lower Kimmage Road.

We submit that the statement below extracted from the EIAR is at odds with the introduction of additional car parking in this location.

*“Overall, the improvements / impacts of the Proposed Scheme will help to achieve the aims and objectives of the Proposed Scheme by providing an attractive alternative to the use of private vehicles and promoting a modal shift to walking, cycling and public transport, allowing for greater capacity along the corridor to access residential, community and commercial receptors.”*

Source- Non Technical Summary Page 27

Jacobs  
ARUP SYSTRA

Environmental Impact Assessment Report (EIA) Volume 2 of 4  
Main Report

4.6.1.7 Parking and Loading Bays in Section 1

Changes to parking along Section 1 as a result of the Proposed Scheme are shown in Table 4.6. There will be no change to existing loading provision along this section.

**Table 4.6: Section 1 On-Street Parking Space Change Impact Summary**

Location	Type of Parking	Existing	Proposed	Change
Kimmage Road Lower - Sundrove Road Junction (1 side where street side)	Adjacent	107	104	-3
Sundrove Road	Informal	252	228	-24
Sundrove Road (or park (western side))	Permit	52	52	0
Sundrove Road (eastern side)	Informal	17	5	-12
Residence to Harold's Lane Park	Play & Display	24	12	-12
Lower Kimmage Road at Mount Aragus Church (1 entrance)	Face Road	6	6	0
Kimmage Road Lower between Sundrove junction and Harold's Lane Road (North end of Park)	Informal	80	80	0
Side Street				
Kimmage Road Lower at Mount Aragus A	Play & Display	18	13	-5
Harold's Lane Road along the east side of the Park	Adjacent	12	10	-2
Sundrove Junction to Harold's Lane Junction	Adjacent	213	213	0
Mount Aragus Apartments	Permit	9	6	-3
Total	All	780	721	-59

This Extract above showing table 4.6 appears to contradict the general arrangement drawings, while this table is indicating a reduction of 3 spaces, we would contend that the drawings show an increase of spaces.

## St Martins Residents Association

We also note that neither the general arrangement drawings or the reports number the car parking spaces. We would expect that all car parking be highlighted and referred to in all documents within the EIAR. Clearly identifying the number of spaces being proposed.



Source- Photo 14<sup>th</sup> Aug 2023

The Existing advisory cycle lanes to both sides of Kimmage Road Lower appear to be removed in favour of additional carparking to the front of No 176 to 220 Kimmage Road lower contrary to statements highlighted above.

Again we would state that there is no Impact assessment no consideration or analysis of the consequential impact of the introduction of these spaces on the surrounding area.

#### **4. Adjoining Bus Connect Schemes**

We would content that by submitting each of the bus connect schemes to An Bord Pleanála independently by route does not afford residence a chance to fully assess the scheme and how the area will be impacted by a neighbouring scheme which interconnects. The adjoining schemes may have a large bearing on the impacts to the adjoining areas. The Terenure and Crumlin schemes have direct impacts on the Kimmage scheme but are being treated independently. And we could not find any consideration given to this in the documents submitted. This could be seen as a smoke screen.

#### **5. Pedestrian Crossings**

We also requested in our first and second submissions that an additional pedestrian crossing point to be introduced along Kimmage Road Lower between the existing two locations Sundrive Road junction (Sheet No 3 GAs) and outside Tesco's (Sheet No 2 GAs) to allow all pedestrians young and old to cross the road safely.


## St Martins Residents Association

### Conclusion.

While we are broadly in favour of the scheme and its intent to remove large numbers of private cars in favour of pedestrian's, cyclist and public transport from the area, we feel the scheme as submitted could be improved and amended.

- Reduce the 3 No bus gate peak times and advise of all operational times.
- Reintroduction of the existing Advisory Cycle lanes on Lower Kimmage Road.
- Eliminate Car Parking being proposed.
- Introduce and make provision for landscaping to Lower Kimmage Road.
- Review of the requirement for an additional pedestrian crossing point.

Signed



Karen Talbot

Chairperson of St Martins Residence Association.

Postal address C/o 13 St Martins Park, Kimmage, Dublin 6W

### Appendix A

- Signed sheets form residents.

### Appendix B Previous submissions by St Martins Residents Association

- *Submission No 1 dated April 2019*
- *Submission No2 dated Dec 2020*

## St Martins Residents Association

*Appendix A*

*Singed sheets from Residents*

## Kimmage to City Centre Core Bus Corridor Scheme

We, the residents of St Martins Park and St Martins Drive, collectively St Martins Residents Association, would like to make the attached submission in relation to the Kimmage to City Centre Bus Corridor Scheme. In particular we request that the following points be reviewed:

- Review of the operation of the bus gate at Ravensdale Park on a Sunday
- Review of the 24 hour bus gate, 7 days per week, in both directions at Harolds Cross Park and please advise of operational times for the bus gate at St Clare's Ave junction of Harolds Cross Park
- Review of the removal of the Advisory Cycle lanes on Lower Kimmage Road
- Review of additional car parking being proposed and also the lack of landscaping on Lower Kimmage Road
- Review of the requirement for an additional pedestrian crossing point between Sundrive Road and Tesco

Signed by:

<u>Name (printed)</u>	<u>Address</u>	<u>Signature</u>
MARTHA WHELAN	12 ST MARTINS PARK	M. Whelan
Laura Abbot	5 St Martins Park	Laura Abbot
Roy Murray	1 St Martins Park	Roy Murray
Chris Buckridge	7 St. Martins Dr	Chris Buckridge
<b>Kev Shannon</b>	<b>12 St Martins Dr</b>	<b>Kev Shannon</b>
BARRY WARD	13 SE MARTINS DR	B. Ward
JAMES REDMOND	14 ST MARTINS DR	James Redmond
<b>E. Walsh</b>	<b>15 " " "</b>	<b>E. Walsh</b>
MARK CANNING	18 ST MARTIN DRIVE	Mark Canning
FAT REDMOND	17 ST MARTINS DR.	Pat Redmond
Annemarie	18 St Martins Dr	Annemarie
<b>MARGARET HAYDEN</b>	<b>4 St Martins Dr</b>	<b>Margaret Hayden</b>
<b>KAREN TARBOT</b>	<b>13 St Martins PK</b>	<b>KAREN TARBOT</b>
SINERD W'OCKNE	23 ST MARTINS PARK	Sinerd W'ockne
<b>BRIAN KYAN</b>	<b>23 ST MARTINS PARK</b>	<b>Brian Kyan</b>

## Kimmage to City Centre Core Bus Corridor Scheme

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Signed by:

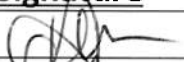
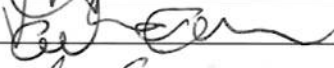
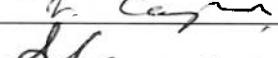
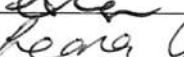
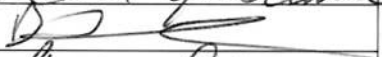
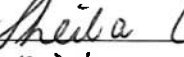
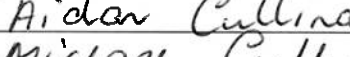
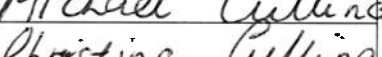
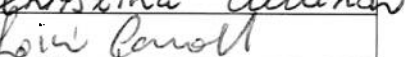
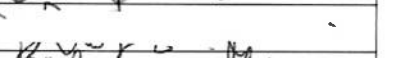
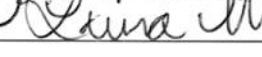

<u>Name (printed)</u>	<u>Address</u>	<u>Signature</u>
SUSAN LAWSON	39. ST. MARTINS PK	Susan Lawson
KATHRYN MATHON	40 St Martins Pk	Kathryn Mathon
PATRICIA KANE	2 ST MARTINS PK	Patricia Kane
SEAN CAFFEY	6 ST MARTINS	Sean Caffey
HUGH LONSDALE	8 St Martins	Hugh Lonsdale
Roslyn Collins	20 St. Martin's Pk.	Roslyn Collins
NIAMH WARD	11 St Martins Pk	Niamh Ward
SEAMUS FRENCH	" " "	Seamus French
SIMON BRADY	13 St Martins Dr	Simon Brady
TONY CATHRICK	10 ST MARTINS PK	Tony Cathrick
Una Moriarty	4 St. Martins Pk	Una Moriarty
Jenny Murray	1 St Martins Dr.	Jenny Murray
GARY MURRAY	1 ST MARTINS DRIVE	Gary Murray
MARAVIA WENTIN	2 ST. MARTINS DR	Maravia Wentin
NIAMH SLATTERY	8 ST MARTINS DRIVE	Niamh Slattery

# Kimmage to City Centre Core Bus Corridor Scheme

We, the residents of St Martins Park and St Martins Drive, collectively St Martins Residents Association, would like to make the attached submission in relation to the Kimmage to City Centre Bus Corridor Scheme. In particular we request that the following points be reviewed:

- Review of the operation of the bus gate at Ravensdale Park on a Sunday
- Review of the 24 hour bus gate, 7 days per week, in both directions at Harolds Cross Park and please advise of operational times for the bus gate at St Clare's Ave junction of Harolds Cross Park
- Review of the removal of the Advisory Cycle lanes on Lower Kimmage Road
- Review of additional car parking being proposed and also the lack of landscaping on Lower Kimmage Road
- Review of the requirement for an additional pedestrian crossing point between Sundrive Road and Tesco

Signed by:

<u>Name (printed)</u>	<u>Address</u>	<u>Signature</u>
IAN CUDMORE	19 SAINT MARTIN'S PARK	
VALENTINA CONTRERAS	" "	
Aunala Coyne	25 " " " "	
Andy Coyne	27A " " " "	
Leana Gilbarran	31 St Martins Park	
Rend Cine	31 St Martins Park	
SHEILA CULLINAN	16 St. Martins Park	
AIDAN CULLINAN	16 St. Martins Park	
MICHAEL CULLINAN	16 St - Martins Pk	
CHRISTINA CULLINAN	" " " "	
ROISIN CARROLL	14 St Martins Pk	
LAURA MORRIN	37 St. MARTINS PARK.	





The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In addition, it is noted that the records should be kept up-to-date and organized in a clear and concise manner. This will facilitate the identification of trends and anomalies over time. The document also mentions that the records should be stored securely to prevent loss or theft of information.

Finally, it is stressed that the records should be reviewed regularly to ensure their accuracy and relevance. This will help in making informed decisions based on the data collected.



# St Martins Residents Association

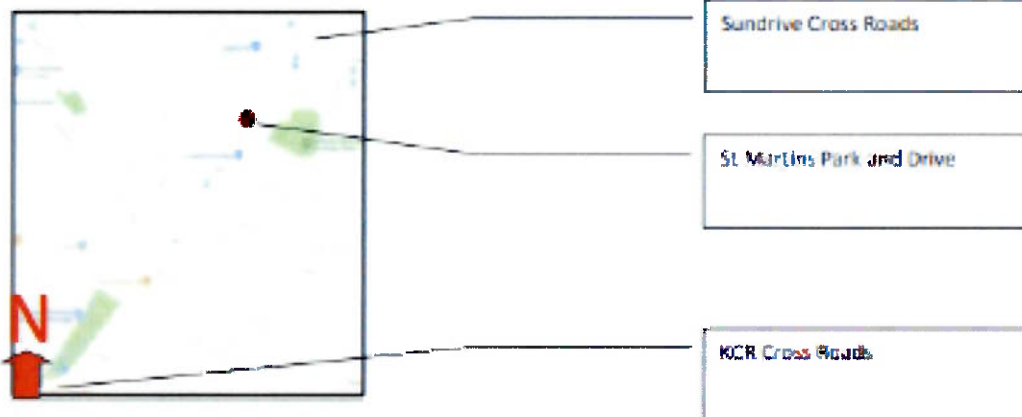
## **Appendix B Submission No 1 dated April 2019**

### St Martins Residents Association

We the residents of St Martins Park and St Martins Drive, collectively St Martins Residents Association would like to make the following submission in relation to the proposed Bus Corridor Route 11 Kimmage Road Lower.

#### **Introduction**

St Martins Park and St Martins Drive are located within a Cul-de sac consisting of 69 dwellings located off the Kimmage Road lower, North of Kimmage Cross Roads and South of Sundrive Road. Access to and from the estate is via one entrance / exit point onto Kimmage Road Lower. There is also an apartment block of approx. 12 units that also enters and egresses from St Martins onto the main Road.



The Access point onto Kimmage Road lower is via a staggered junction with Kimmage Close to the north east. This estate comprises of 68 dwellings and is also a Cul de sac. This entrance / exit is also shared with the access point for parkland playing pitches and clubhouse. In Addition the petrol station Circle K's entrance / exit point is directly opposite St Martin's entrance / exit.



Plan showing Existing Layout of junction.

There is currently a high volume of traffic using Kimmage Road Lower and entering /exiting from the estate can be challenging and while many of the residents cycle, walk or use public transport to access schools, local amenities and the city centre, there is still a need to use cars, for shopping, accessing work, events further afield and for the elderly residents, who have home care workers visiting them.

## St Martins Residents Association

### St Martins Residents Association

#### Plan showing Existing scenario.

Users (Pedestrian, Cyclist, Car) exit right from St Martins Park (Red arrow). Users exit left from Kimmage Close (blue arrow). Car exiting left or right from Petrol station (Green arrows). Ongoing single lane traffic (Orange arrows) Cars turning right into petrol station (Orange Arrows). These scenarios are experienced at present and will only be made more dangerous by the addition of 2 more lanes of traffic and the proposed relocation of the bus stop.



#### Impact of the Proposal

The proposal to widen Kimmage Road lower to 2 No bus lanes and 2 No car lanes along with the installation of a new bus stop located outside the apartment building on Kimmage Road Lower together with the elimination of the existing designated cycle lane will all have a negative impact. The impact in particular on the staggered junctions of St Martins / Kimmage Road lower/ Kimmage Close has, in our opinion, not been given sufficient consideration or design review. In fact, there is no mention of any traffic control measures to make the junction safe for all users or how pedestrians and cyclists from St Martins are to be facilitated with in the proposals.

We draw particular attention to the safe entrance/ exit to and from our estate onto Kimmage Road lower for all users, be they pedestrians, cyclist, motor bikes or cars, in particular the turning right ( travelling South ) out of the estate and turning right ( travelling West ) into the estate. Not only will residents have to manage 2 lanes of traffic to make this manoeuvre, they will also, as is now the case, have to manage the various other vehicles entering and existing Kimmage Close, the playing fields and the Petrol station. This will further be impacted by the proposed relocation of the bus stop – reducing sightlines south of Kimmage Road Lower.

The proposal as it stands will unduly impact the residents of the estate in trying to enter and exit the main road, either via car, foot or cycle and in our opinion gives rise to serious health and safety design issues.

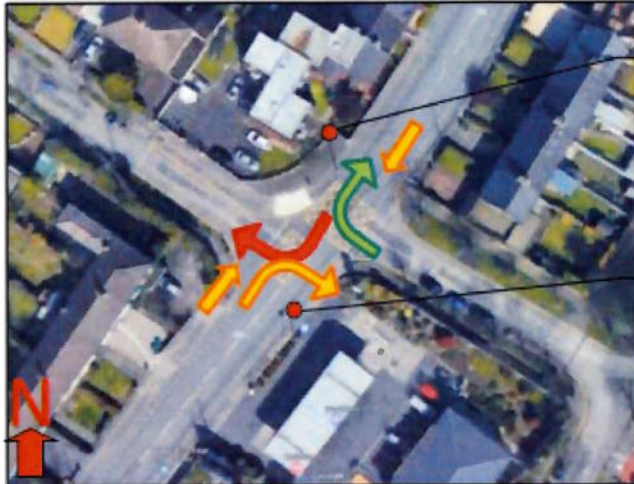
There does not appear to be any attempt to try and redesign the junction with traffic control measures. We would contest that this junction has been completely overlooked. We would also highlight that the introduction of a bus lane will give other road users a lane to overtake on the inside while another car is turning right.

The introduction of yellow boxes to the junction will not eliminate the issues that will be experienced and will not contribute to the safe use of the junction by pedestrians, cyclist and cars from our estate.

## St Martins Residents Association

### St Martins Residents Association

We highlight below a scenario, which we hope will assist in illustrating the issues with the junction. Bikes/Cars turning right into St Martins ( Red arrow) Cars turning right into petrol station ( Orange arrow) are overtaken on the inside (proposed Bus lane ) by other motorists causing more congestion



Proposed location of Bus stop will obscure the view of cars existing St Martins estate causing safety hazard.

Proposed widening of Kimmage Road Lower to 4 lanes encouraging cars to use the bus lane to overtake turning cars making junction more hazardous.

In addition we would draw your attention to the following statements which have been extracted from the bus connects publication **Kimmage>City Centre Core Bus Corridor Emerging Preferred Route Public consultation January 2019**

**Page 4 People want to cycle** – *Commuting to work by bicycle has increased by 43% since 2011. Again this growth represents a clear choice that people are making to cycle. This project will support that trend and is a vital component of creating a sustainable transport system for people across Dublin. Safe cycling facilities across the 16 key bus corridors will provide people, families and their children a suitable environment to cycle where they want and when they want*

**Page 6 Better cycling facilities** – *This project will see the provision of much needed cycling facilities around the city region. Across the 16 radial bus corridors there will be over 200kms of high quality cycling facilities provided. These new or improved cycle lanes will be segregated from bus lanes and general traffic where feasible.*

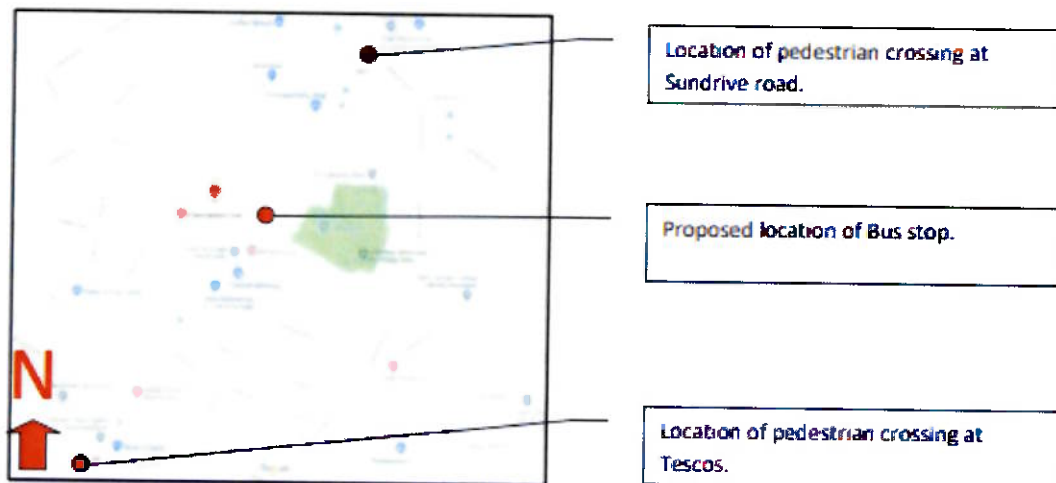
**Page 7 Pedestrians and Local Urban Centres** – *in addition to bus lanes and cycling facilities this project is an opportunity to enhance and improve local areas. This project is focused on making things better for commuters and communities around the bus corridors. Along each route, improvements and enhancements will be made to footpaths, walkways and pedestrian crossings. Funding and investment for local urban centres with additional landscaping and outdoor amenities will be provided.*

The proposal to widen the road and further complicate the existing junction to our estate completely contradicts the statements above. The existing designated cycle lane is being removed and the safety of users accessing Kimmage Road lower from the adjoining estates will, in our opinion be completely compromised. The proposal will not enhance or improve the local area, in fact we would contend that the widening of the road will dominate the area, together with the removal of the existing cycle lane, all contributing to diminishing our community by making journeys for the local resident's hazardous, particularly for the elderly and children going about their local journeys.

## St Martins Residents Association

### St Martins Residents Association

The relocation of the bus stop heading North into the City Centre (currently located outside the community centre ) to outside the apartment block away from the shops and amenities and any safe crossing of the road is in our opinion particularly bizarre. As it stands there are no pedestrian crossings near to allow users of the route, safe access across the road to the new stop. As highlighted below the two current crossings are located at Sundrive Road junction approx. 300m to the North and outside Tescos approx. 500m to the south. The proposal seems to expect users on the opposite side of the road to walk away from the stop to cross the road and then walk back to the stop. This proposal will encourage Jay walking, in a congested junction and in our opinion is not only dangerous but is a particularly unconsidered design and a health and safety issue.



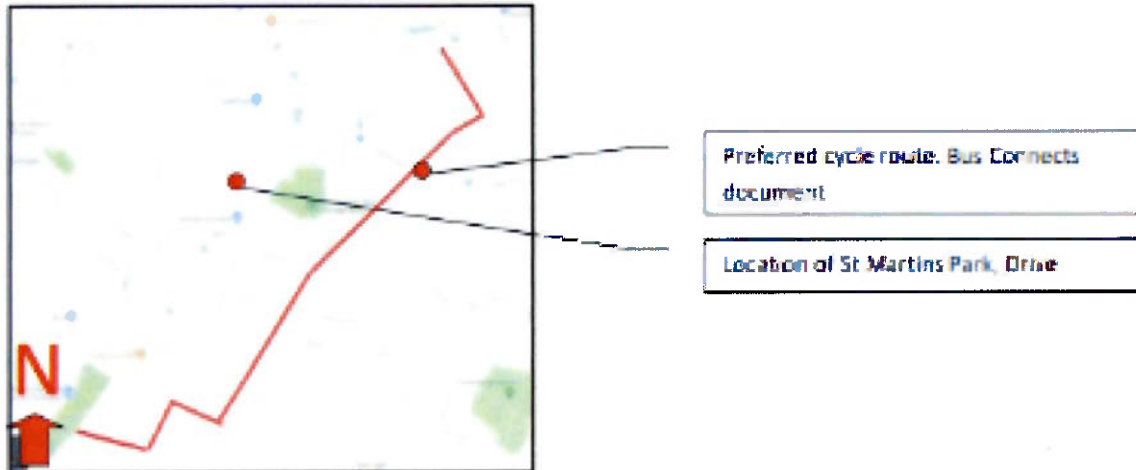
The relocation of the bus stop will also possibly encourage additional parking in St Martins estate by users of the bus stop. This is of concern to the residents as the roads are narrow and access has been denied to bin trucks, deliveries and emergency providers in the past by inconsiderate parking and blocking access by people not living in the estate.

Furthermore we would draw your attention to the following statement which has been extracted from the bus connects publication Kimmage>City Centre Core Bus Corridor Emerging Preferred Route Public consultation January 2019

**Page 10 Terenure Road West to Sundrive Road – Kimmage Road Lower** "There is insufficient space to provide cycle facilities on this stretch of the road. To accommodate cyclists, it is intended to direct them on to an alternative cycle route along Kimmage Road Lower from the junction with Fortfield Road and Terenure Road West to Hazelbrook Road. Then along Hazelbrook Road, Hazelbrook Drive, Derravagh Road to Larkfield Grove and through the Priory Road Park and along Priory Road, returning to Kimmage Road Lower. It is proposed to modify junctions along this route to provide priority for cyclists"

## St Martins Residents Association

### St Martins Residents Association



The removal of the designated cycle lane and the proposed cycle route does not take into account the numerous houses along Kimmage Road lower and St Martins or Kimmage Close who will not be able to safely access the cycle route. Children and adults cycling to school or work will now have to cross the 4 lanes proposed for lower Kimmage road and manoeuvre their way through traffic to access the cycle lane.

#### Conclusion

- We would request that the proposal be reviewed in particular for the staggered junction design at St Martins with a review to introduce traffic control measures to allow the safe use of the junction for all the residents. Any future design of the junction should allow for all the residents to safely access their journeys by all means of transport and discourage car users from overtaking in both directions in the vicinity of the junction.
- The introduction of yellow boxes to the junction does not at present eliminate the issues that are experienced and are not the answer to the design issues of the junction, they alone will not contribute to the safe use of the junction by pedestrians, cyclist and cars from the estate.
- We would request that the proposed relocation of the bus stop be reviewed to allow safe pedestrian access and consideration be given to the decrease of sight lines for St Martins' road users.
- We would contend that the existing cycle lane which is used by a high number of residents at present should be retained in its current location and failing this we would request that the design of the proposed cycle route should take into account how the residents of St Martins especially children going to school can safely access this route while traversing across Kimmage Road Lower.
- We would contend that the extent of the proposal and its impact on the existing community will not enhance the area, but increase car traffic, make local travel from our estate unsafe and diminish the quality of life for the residents of St Martins and the wider community in Kimmage.

Signed on behalf of St Martins Residents Association

Hugh Lonsdale

Chairman St Martins Residents Association



# St Martins Residents Association

## Submission No2 dated Dec 2020

### St Martins Residents Association

Date 9<sup>th</sup> Dec 2020

We the residents of St Martins Park and St Martins Drive, collectively St Martins Residents Association would like to make the following submission in relation to the proposed Bus Corridor Route 11, Kimmage Road Lower.

#### Introduction

St Martins Park and St Martins Drive are located within a Cul-de-sac consisting of 69 dwellings located off the Kimmage Road Lower, North of Kimmage Cross Roads and South of Sundrive Road. Access to and from the estate is via one entrance / exit point onto Kimmage Road Lower. There is also an apartment block of approx. 12 units that also enters and egresses from St Martins onto the main Road.

#### Impact of the Revised Proposal.

While it is acknowledged that the revised proposal of the introduction of bus gates has addressed some of the concerns of the residents as outlined in our previous submission. We would like to make the following observation in relation to the new Draft preferred route options –

The proposed Bus Gates located at Ravensdale Park and the 7 Number located at either end of the existing park in Harold's Cross, will have an adverse effect on the residents and businesses living between the gates.

It was suggested at one of the information meetings by the design team, that the gates would be operational 24 hours a day 7 days a week. However there is no indication on how the gates will operate in any of the Proposals, which does not allow us to fully assess the implications.

While we are fully committed to improving the infrastructure of the public transport and cycle facilities in our area and understand that the access effects the wider community beyond Kimmage. We would suggest that the proposed indicated operation times of the gates is a disproportionate inconvenience to be inflicted on the people living and working within these gates precluding them from going about their daily lives.

It is impossible for us as residents to fully assess the impact of the proposed gates without being given a full outline of how these proposed gates are to operate. The following are questions that need to be clarified before any implementation of the proposals –

- 1 What times are the gates located at Ravensdale Park, and the 7 No at the Park in Harold's Cross to be in operation?
- 2 How are the residents and businesses to leave or access the areas between the gates?
- 3 Is it proposed to have a one way system?
- 4 What will be the impact on the surrounding Roads when the gates are operational.

How can we the residents access the full impact of the gates when the appropriate information has not been provided to us?

We would suggest that the gates be operational for specific busy times of the day/ night during the week which could be reduced on Saturdays and open all day Sunday. This would reflect the use by public transport on the road instead of being closed all day and night and no buses running on the route while adversely affecting the residents of the community.

We would also request that the streetscape along Kimmage Road Lower be improved – there is currently a very limited number of trees, if any on the road and this would be an opportunity to address this issue.

## St Martins Residents Association

### St Martins Residents Association

We would also draw your attention to the introduction of more parking on the road in particular outside the shops on the Sundrive Cross end of the road and the introduction of parking outside the houses where there is an existing cycle lane. This would appear to us to be a contradiction to the stated aims of the proposals.

There also doesn't seem to be much attention paid to the landscaping and introduction of some trees and soft planting areas to the eye sore that is the concrete carpark outside the shops at the Sundrive end of the road.

We also requested in our first submission additional pedestrian crossing points to be introduced along Kimmage Road Lower between the existing two locations to allow children from the area cross the road safely.

### Conclusion

- We would request that the appropriate information on the times and operation of the bus gates be provided to all the residents to assess the impact.
- We would contend that the verbal proposal to have the gates operational 24 hours 7 days a week is unreasonable on the residents living between the gates and a full proposal on the operation of the gates be submitted to the residents.
- We would suggest that the gates be operational for specific busy times of the day/ night during the week which could be reduced on Saturdays and open all day Sunday. This would reflect the use by public transport on the road instead of being closed all day and night and no buses running on the route while adversely affecting the residents of the community.
- The proposal will make local travel very difficult and may increase traffic volumes on the neighbouring roads increase the journey times and diminish the quality of life for the residents of the wider community in Kimmage.

Signed on behalf of St Martins Residents Association

Hugh Lonsdale

Chairman St Martins Residents Association