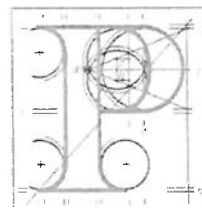


Our Case Number: ABP-317660-23

Planning Authority Reference Number:



**An
Bord
Pleanála**

Siobhán McClean
282 Kimmage Road Lower

Date: 18 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.

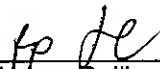
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

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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**Kimmage to City Centre Bus Connects
scheme**

**Bord Pleanála Case reference:
HA29N.317660**

Submission
By Siobhán McClean
282 Kimmage Road Lr, Dublin 6W

Introduction

My family home is on a section of Kimmage Road Lower that, in the original proposals, was designated for road widening. It is now "inside" the proposed bus gate at Ravensdale Park.

I commute from my home to UCD on a nearly daily basis. My usual mode is bike, but the recent introduction of the S4 route provides me with an attractive alternative for days when travel by bike is not feasible.

In general, I am supportive of the scheme and what it is trying to achieve. While in time I would like to see rail-based public transport for Dublin South West, I believe that in the short to medium term the Bus Connects proposals will bring about significant improvements in bus travel as well as some improvements for active travel - walking, cycling, scooting etc. Changes to how road space is allocated are, in my opinion, key to realising those improvements. In that context, projects like the Kimmage to city centre core bus corridor scheme are necessary for the public good.

Welcome Elements of the Proposed Scheme

I particularly welcome a number of the elements of the proposed scheme, many of which are as a result of previous submissions to the NTA, including:

- The dropping of the proposal to widen part of the road between Kimmage Court and Sundrive Road. This proposal would have destroyed the character of what is a mainly residential road already subject to an excessive traffic burden.
- The introduction of bus gates at Ravensdale and the southern end of Kimmage Road Lower (McGowans) to provide priority for Buses and a safer more attractive environment for cyclists and scooters.
- The reconfiguration of the KCR junction which is currently hostile toward cyclists and pedestrians and the scene of regular road traffic collisions.
- The reconfiguration of the junction at Mount Argus View for similar reasons.
- The proposed public realm improvements especially the creation of a median with trees etc. between Ravensdale Park and Kimmage Court. This should go some way toward reversing the negative effects of past road widening.
- Improved cycle provision on the stretch of Harold's Cross Road between the park and canal
- Provision of new bridges at Emmet Bridge to provide additional space for pedestrians and cyclists.
- Enhancement of cycling facilities on Clanbrassil Street.

Concerning Elements of the Proposed Scheme

The points below relate to the aspects of the scheme which I believe need to be addressed by way of conditions added to a grant of permission.

Quality of “on-line” Cycling Facilities on Kimmage Road Lower

I think the low-quality intermittent cycle lanes on Kimmage Road are a missed opportunity, especially in the context of providing attractive safe cycle and scooting facilities to younger and more vulnerable people. The proposed “parallel” cycle route is circuitous and while it might be of some benefit, most cyclists and scooter users travelling to/from the city would want to use Kimmage Road Lower because it will be faster and “confident” cyclists will continue to do so. Along most if not all of the road there is sufficient width for a segregated cycle track and so I request that the grant of permission include a condition to provide such a track.

Along two sections of Lower Kimmage Road the advisory cycle lanes will be removed and replaced by formal car parking spaces. This is patently not consistent with the scheme goal to *“Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable”*. It is also, particularly near Sundrive Road cross, a retrograde step from previous proposals where the NTA sought to provide alternative off-street parking for the residents between Sundrive Cross and St Martins Park who use the current cycle lanes for parking outside of the evening peak (south bound) and morning peak (city bound). The 16 public on-street parking spaces combined with over 50 spaces on private landings on the opposite side of the road will do nothing to address the current car-dominated environment in this area and cannot be considered to be good planning. I request that the grant of permission include a condition to provide off-street parking for impacted residents.

Speed Limit

I welcome the introduction of a 30 km/hr speed limit along Kimmage Road Lower. However, it appears that there is a 100% reliance on compliance and enforcement. No engineering or design solutions are being proposed. Currently, residents of Kimmage Road Lower are negatively impacted by a road design that facilitates speeding. This is especially true at night where speeding cars (often Taxis which will still have full access) cause physical danger, noise disruption etc.

I therefore request that the grant of permission include conditions to ensure that driver behaviour with respect to speed limits is cultivated through engineering design and supported by automated speed cameras.

Bus Gate Operating Hours

The proposed operating hours of the bus gate at Ravensdale Park are 8:00-10:00 and 16:00-20:00 Monday to Sunday. I believe this, rather than a 24x7 gate, is being done to allay the real but misguided fears of commercial interests that the bus gates will reduce their business. Multiple studies have shown that a reduction in through traffic helps businesses on a road.

However, the reduced operating hours will have significant negative impacts.

Firstly, they undermine the effective designation of that part of Kimmage Road Lower from Ravensdale to Sundrive as a public transport and active travel route with consequent knock-on negative effects on both the perception and reality of the quality of service. As someone who lives between Ravensdale & Sundrive, I can categorically state that congestion is a regular feature during the proposed off hours – particularly on Saturdays and around school closing times.

Secondly, the misalignment with school closing times means that children who might cycle to school will have to mix with traffic on the way home. This inevitably will result in a reduction in the number of those who cycle.

I suggest that a condition of permission be that the bus gate at Ravensdale is 24 x7 or, at a minimum, also operate during the time periods when children are travelling from school.

A handwritten signature in blue ink, appearing to read 'Siobhán McClean', with a long horizontal flourish extending to the right.

Siobhán McClean

282 Kimmage Road Lower, Dublin 6W