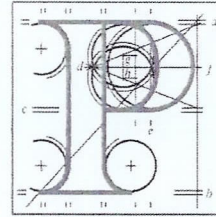


Our Case Number: ABP-317660-23



**An
Bord
Pleanála**

St. Annes Residents Association C/O Aidan Hodson
110 Saint Annes
Kimmage
Dublin 12
D12 KP40

Date: 12 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.

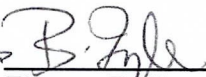
Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

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

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Observations on Kimmage to City Centre Core Bus Corridor Scheme by the Committee of St. Anne's Residents Association, Kimmage, Dublin 12.

Case Reference No.: 317660

The proposed Kimmage to City Centre Core Bus Corridor Scheme has been submitted to An Bord Pleanála by the National Transport Authority for approval as a proposed road development under the Roads Act 1993 as amended.

The proposed scheme includes, among other elements, 7.4 km (two-way) of bus priority infrastructure and traffic management.

The section of the proposed scheme beginning at the Kimmage Cross Roads (K.C.R.) junction provides (Environmental Impact Assessment Report, Volume 2, Chapter 4, Section 4.5.1.1) that "priority for buses will be provided along the entire length of this section of the Proposed Scheme, with dedicated bus lanes in either direction over a length of 260m northbound, and 200m southbound from the KCR Junction to where a southern Bus Gate is proposed just north of the R817 Kimmage Road Lower and Ravensdale Park Junction. This Bus Gate will operate in tandem with a northern Bus Gate at Harold's Cross Park to preclude through-traffic over the intervening 2km length of this section, to R137 Harold's Cross Road at Harold's Cross Park. The Bus Gates will operate at peak times to secure bus priority by deflecting through-traffic off this route.... Local traffic access will be diverted via Sundrive Road on the western side or Larkfield Avenue on the eastern side".

In addition to the Bus Gate proposals referred to above it is expected that other traffic restrictions in the area, to be imposed not only under the Kimmage Scheme but also under other Core Bus Corridor Scheme proposals for the Crumlin and Rathfarnham/Tempelogue areas, will result in additional traffic on Kimmage Road West and Terenure Road West resulting in long queues of traffic towards Terenure Village and Crumlin Cross.

Residents of St. Anne's Estate and other local areas travel on the local roads, including through the K.C.R. junction, by car frequently in order to access local services, including shops, creches, doctors, pharmacies, schools and churches, as well as leisure amenities, such as parks and libraries. The Committee of St. Anne's Residents Association are of the view that the traffic restrictions to be imposed under this scheme will have a negative impact on access by residents to these local facilities and amenities by causing delays in exiting St. Anne's Estate and requiring extended detours to reach local destinations. In many cases it will not be feasible for residents to switch to public transport or cycling to undertake these journeys due to age or ill-health or due to the need to carry purchases for example. The extended car journeys brought about by the traffic restrictions proposed would also have a negative impact on the objective of reducing carbon emissions.

In addition, access to other parts of the city by car by St. Anne's residents will be severely restricted due to the traffic restrictions imposed by the Kimmage Scheme as well as by other traffic restrictions proposed under other Core Bus Corridor Scheme proposals for the Crumlin and Rathfarnham/Tempelogue areas. It would be necessary in our view for An Bord Pleanála, in considering the various Busconnects proposals submitted to it, to take into account the knock-on effect of adjacent bus corridor proposals on each other.

While the Busconnects scheme may lead to a reduction in car journeys the Committee of the Residents Association fears that such a reduction will not be sufficient to reduce the negative impacts outlined above.

While the Committee of the Residents Association supports the objectives of the Busconnects proposals, the Committee proposes that approval for the traffic restrictions in the KCR area be refused. The Committee of the Residents Association considers that other bus priority measures – bus lanes and priority traffic signalling – will be sufficient to enable the bus services to operate as envisaged.

Aidan Hodson
Committee of St. Annes Residents Association
c/o 110 St. Annes
Kimmage,
Dublin 12
D12 KP40

5 December 2023