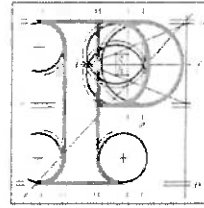


Our Case Number: ABP-317660-23



**An
Bord
Pleanála**

Hugh Raftery
79 Corrib Road
Dublin
D6W E208

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

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Glaos 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

Hugh Raftery
79 Corrib Road
Dublin
D6W E208

An Bord Pleanála
64 Marlborough Street
Dublin
D01 V902

7 December 2023

A chairde,

Re: BusConnects: Kimmage to City Centre CBC Scheme (317660)

Thank you for the invitation to participate in the planning process for the above infrastructure project. This scheme will have a significant impact on me as it is close to where I live. I am a regular traveller around Dublin, choosing between bike, bus, or car, depending on my journey.

I support this project as I believe it will have an overall positive impact on the environment. The positive impact will be in my local area, and across the city, assuming the BusConnects programme is implemented in full (or as close as possible). Half-measures will limit the potential for success.

Environmental benefits

Transport related pollution has a significant detrimental impact to the environment across Dublin. This is due to an over-reliance on the use of cars, and an absence of viable alternatives. The BusConnects programme will deliver the potential for travellers to use sustainable transport modes; walking, cycling and public transport. This shift in transport mode will result in many benefits:

- Cleaner air in the city centre and suburbs.
- Reduced greenhouse emissions into the atmosphere.
- Reduced emissions at ground-level (e.g. from diesel engines).
- Reduced small-particle pollution from tyre wear.
- Reduced congestion on the road network.
- Improved physical health for active travellers.
- Improved mental health for all citizens.

Other benefits

Apart from the above environmental benefits, we can reasonably expect additional benefits to society from the BusConnects programme of work. The success of BusConnects is dependent on the delivery of the constituent projects; *Kimmage to City Centre* is just one of those projects. The wider benefits include the following:

- An expanded public transport network with more connections and more options to get around the city.
- More consistent bus journey times due to reduced disruption from general traffic. Current bus journeys vary significantly.
- A city-wide safe cycle network with the potential to attract commuters out of cars and onto bicycles. Safety is the main obstacle for people to choose cycling as a transport option.
- Better access to employment, education, sport and leisure destinations for citizens and visitors. This will contribute to a more inclusive society, for all ages and abilities.
- Improved commercial opportunities due to better transport options, and connectivity across the city.
- Improved tourism potential due to a more attractive, and easy to navigate city.

Consequences of not implementing the project

If this project is not implemented, I am concerned there will be a decline in the quality of the environment in several areas:

- Public transport falls short of its potential, and fails to attract travellers out of cars. As the population grows, more cars will add to pollution and congestion in the city.
- The cycling environment will become more hostile for cyclists because of more cars on the roads. This will be an obstacle for people to choose cycling as a travel option, which will add to pollution and congestion.
- A decline in the physical and mental health of the population because of a less active society.
- Restricted economic development, due to an inadequate transport system.
- Restricted foreign direct investment due to Dublin being at a competitive disadvantage to other locations.

I request an oral hearing so I can discuss in more detail the observations for the project.

Yours sincerely,

Hugh Raftery