

Busconnects Report- March 2023 to April 2024

Rathgar Residents Association (RRA)

AGM 11th April 2024

Overview on Busconnects

The National Transport Authority's (NTA) Dublin BusConnects Programme comprises 12 Core Bus Corridor Schemes. The Busconnects Core Bus Corridor Scheme is a large strategic transport infrastructure project which proposes wide ranging changes to the roads of Dublin city. The aim of the Core Bus Corridor Scheme is to provide cycling and bus infrastructure on key access corridors in the Dublin region. The **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme** forms one of these 12 corridors and is proposed to travel through Rathgar, from Terenure Cross along Terenure Road East, through Rathgar Village and along Rathgar Road on onwards, via Rathmines, into the city centre.

The Rathgar Residents Association is very supportive of the requirement of safe cycling facilities and the need for good public transport. However, we believe that some of the National Transport Authority's Busconnects planning proposals will have a detrimental impact on the Rathgar area, in particular to its heritage, environment, and public realm. The Rathgar Residents Association is also opposed to the proposed road widening and Compulsory Purchase Orders on Terenure Road East as they would result in loss of heritage features, mature trees and hedging. The bus corridor proposals would also impact many local side streets due to proposed one-way systems, bus gates, increased circuitous traffic etc.

The NTA has applied to An Bord Pleanála for approval in relation to the proposed infrastructure developments for the construction of all 12 Dublin Busconnects Schemes, including the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme** which was lodged with ABP in April 2023. At that time, the RRA produced and distributed a Busconnects information leaflet for RRA members containing details to aid making submissions on the planning application.

Since the last AGM, the Rathgar Residents Association have made two submissions to An Bord Pleanála in relation to the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme**, which are detailed below. The Rathgar Residents Association also wrote to An Bord Pleanála in August 2023 and October 2023 to request an Oral Hearing on the NTA's Busconnects planning proposals for the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme. The Board has decided not to hold an oral hearing, as outlined in the Board's letter to the RRA dated 23rd February 2024 (see Appendix B below).

We are disappointed that the Busconnects Project will not be presented by the NTA at an ABP oral hearing and the public not given an opportunity to respond as has been granted to the Metrolink Project, which is a similarly large strategic transport infrastructure project. An oral hearing would have provided a fair, balanced, and impartial public forum for the public to make submission. It is important to note that Busconnects has a far greater potential impact on Dublin and in particular its streetscape and public realm than an underground metro could ever have- precisely because it impacts on the surface. It will directly affect more trees and hedges, more historic features, more people, and more property than Metrolink which will run almost entirely underground.

The National Transport Authority (NTA) has received notification of planning approval by An Bord Pleanála for 3 of the 12 corridors, namely the Ballymun/Finglas to City Centre, the Liffey Valley to City Centre and the Clongriffin to City Centre Schemes. **An Bord Pleanála has not yet made any determination on the proposed Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme.**

The National Transport Authority (NTA) also introduced an Orbital Route S4 which travels from Liffey Valley to UCD, through Rathgar along Highfield Road and Terenure Road East. This new bus route which commenced on the 26th November 2023 forms part of the Busconnects Network Redesign. Residents have suggested fewer single decker electric buses would be better used on this route as observed buses are running very empty.

Rathgar Residents Association Communications with Members on Busconnects

The Rathgar Residents Association (RRA) provided updates regarding the Busconnects Project to its members via the Rathgar Residents Association Link Magazine and the Rathgar Residents Association Website during the year. Members who contacted the Association directly were also assisted where possible.

On foot of the National Transport Authority's (NTA) notice of its application under Section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme** the Rathgar Residents Association produced the following leaflet for distribution to members in order to inform them of issues and provide the basic information required in order to make a submission on the Busconnects planning proposals:



Rathgar Residents Association **BusConnects Templeogue/Rathfarnham to City Centre**

Dear Resident,

The National Transport Authority (NTA) has applied to An Bord Pleanála for approval for a proposed road development consisting of the BusConnects Corridor for Templeogue/Rathfarnham to the City Centre. This bus corridor travels through Rathgar and has very significant implications for Rathgar Village and all of the surrounding roads and indeed many other urban villages and roads in South West Dublin.

Key concerns for our area include the impact on environment including loss of trees, traffic implications on all side streets including Highfield Road due to the one way on Rathgar Road and the bus gate at St Mary's College in Rathmines and Compulsory Purchase Orders on Terenure Road East. The proposed widening of Terenure Road East and other roads across Dublin does not take account of changing transport and work patterns post Covid.

A copy of the application documentation, EIAR and NIS may be inspected and downloaded free of charge at the National Transport Authority website for the Templeogue / Rathfarnham to City Centre Core Bus Corridor Scheme at: www.templeoquerathfarnhamscheme.ie

We urge everyone to access the online maps and documents to see how this planning application will affect them. Please act now and have your say on these proposals before it is too late.

Submissions/observations may be made in writing to the Board at:

An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1,
D01 V902

Submissions/observations can also be made on the An Bord Pleanála website at the following address:
<https://online.pleanala.ie/en-ie/sid/observation>

Any submissions/observations must be accompanied by a fee of €50 and must be received by the Board not later than 5.30 p.m. on the 20th June 2023. This fee will not apply to landowners and others with a legal interest in land who are objecting to compulsory acquisition of land in which they have such an interest in a compulsory acquisition case.

For more information and regular updates please visit our website www.rathgarresidentsassociation.ie

Rathgar Residents Association Communications with Local Elected Representatives regarding Busconnects

The RRA wrote to Local Elected Representatives in May 2023 after the NTA applied to An Bord Pleanála for planning permission for the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme** to outline concerns in relation to Rathgar. The RRA would like to acknowledge receipt and express thanks for responses from Deputy Ivana Bacik TD, Deputy Eamon Ryan TD, Deputy Chris Andrews TD, and Councillors for Kimmage-Rathmines Cllr Anne Feeney DCC, Cllr Deirdre Conroy DCC, Cllr Fiona Connelly DCC and Cllr Carolyn Moore DCC.

Communications Received from the National Transport Authority

Updates Received from the National Transport Authority (NTA) on the Busconnects Project since the last RRA AGM in 2023 include the following:

- There were two communications received by the RRA from the NTA regarding the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme (see Appendix A below) dated 19th April 2023 and the 8th June 2023.

In April 2023, the National Transport Authority (NTA) wrote to Community Members to update them on the Busconnects Templeogue/Rathfarnham to City Centre Core Bus Corridor planning permission application to An Bord Pleanála (ABP). The NTA's email dated the 19th April informed the RRA that the National Transport Authority (NTA) had given notice of its application under Section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme**. The notice also advised that any submissions/observations were to be received by An Bord Pleanála not later than the 20th June 2023.

The NTA's email dated the 8th June was to acknowledge an error made by the National Transport Authority with regards to the dates advertised on site notices which had been erected along the route, namely an error between the date given for the end of the inspection period and the date by which objections were said to be required to be made in writing to An Bord Pleanála. Hence the NTA wrote to inform the RRA that to ensure effective public participation, an extension of time for the making of submissions/objections was being provided beyond 20th June 2023 to 15th August 2023.

No other updates have been received by the RRA from the NTA on the Templeogue/Rathfarnham to City Centre route which travels through Rathgar.

- With regards to other Bus Corridors which do not travel through Rathgar, the RRA has received the following updates from the NTA:
 - On the 22nd January 2024 we received notice from the NTA regarding the BusConnects Dublin Core Bus Corridor: Liffey Valley to City Centre Core Bus Corridor Scheme. The NTA applied to An Bord Pleanála in July of 2022 for approval of the Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order. We were informed that An Bord Pleanála has now issued its decisions, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order (CPO).
 - On the 1st February 2024 we received notice from the NTA regarding the BusConnects Dublin Core Bus Corridors: Clongriffin to City Centre Core Bus Corridor Scheme. The NTA applied to An Bord Pleanála in April of 2022 for approval of the Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order. We were informed that An Bord Pleanála has now issued its decisions, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order (CPO).
 - On the 4th April 2024 we received notice from the NTA regarding the BusConnects Dublin Core Bus Corridors: Ballymun/Finglas to City Centre Core Bus Corridor Scheme. The NTA applied to An Bord Pleanála in September of 2022 for approval of the Scheme under Section 51(2) of the Roads Act 1993 (as amended), along with a submission for confirmation of the associated Compulsory Purchase Order. We were informed that An Bord Pleanála has now issued its decisions, being to approve the Scheme, subject to conditions, and to confirm the Compulsory Purchase Order (CPO).

Submissions made by the Rathgar Residents Association to An Bord Pleanála regarding the Templeogue/Rathfarnham to City Centre Busconnects route

- It was deemed appropriate that the RRA would make a submission to An Bord Pleanála (ABP) on the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme** on the grounds of its proposed impact on Rathgar, particularly on its heritage and environment.

On the 17th June 2023, the Rathgar Residents Association made a submission to An Bord Pleanála with regards to the National Transport Authority's application under Section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme.

The following is a copy of that RRA submission to An Bord Pleanála:



Rathgar Residents Association

An Bord Pleanála (Strategic Infrastructure Division),
64 Marlborough Street,
Dublin 1,
D01 V902

17th June 2023

Submission re Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme

To An Bord Pleanála Board,

Rathgar Residents' Association was formed over fifty years ago, in 1971. The Association was established with the objective of maintaining and enhancing Rathgar and its environment. We represent hundreds of Rathgar residents who live, work and socialise in the area. We take great pride in protecting Rathgar's heritage and its many historic buildings and architectural features. The streetscape and public realm of the Rathgar area are a quintessential part of its makeup. It is an historic urban village and an important part of the fabric of Dublin.

The National Transport Authority has applied to An Bord Pleanála for approval for a proposed road development consisting of the BusConnects Corridor for Templeogue/Rathfarnham to the City Centre. This proposed bus corridor would cut through Rathgar and has very significant negative impacts for Rathgar Village and all of the surrounding roads and indeed many other urban villages and roads in South West Dublin. The claimed gains to the overall average speed of buses are too small to justify the burden being placed on Rathgar and the surrounding area.

BusConnects plans for the area were proposed in early 2019. Since then, the Association has proactively tried to engage with the NTA, but to little avail. In the intervening four years the community has found the whole consultation process frustrating and incredibly wearing. We are aware of many in our community, especially our older residents, who have found the consultation process very challenging, especially as it was often conducted online, even when the Covid pandemic restrictions were lifted, the process continued online.

The technical nature of the online documents has limited the ability of many residents in our community to fully understand the issues. We would also like to note our disappointment with the €50 fee required in order to make a submission to ABP on these plans which directly impact many of our members in Rathgar and residents of South West Dublin. Some residents who will be greatly impacted cannot afford the cost of making a submission or feel like they do not have the technical knowledge to make a submission to ABP.

While the initial Busconnects proposals have been amended through various iterations of NTA led “public consultation”, we believe the plans continue to unnecessarily overburden our village and surrounding roads, but offer little benefit by way of improved public transport. Residents, communities and businesses have been side lined as an inconvenient afterthought in the proposals.

Rathgar Residents’ Association fully supports improvements to Dublin’s bicycle lanes and public transport network, in particular from an environmental and public health and safety perspective. However, we also believe that Dublin’s environment, heritage, and community should not be compromised by the introduction of the bus corridor proposed by BusConnects. In its current form, it promises to save commuters mere seconds off journey times.

We submit that the price is too high for so little gain: heritage, trees and wildlife are threatened across Dublin. Key concerns for the Rathgar area include the impact on environment including increased emissions, noise and loss of trees, Compulsory Purchase Orders on Terenure Road East (and further afield on Rathfarnham Road), traffic implications on all local streets and roads, the negative impact on the public realm and streetscape, the bus gate at St Mary’s College in Rathmines, one way traffic, right/left turn bans and the impact on the businesses in Rathgar during construction phase and due to loss of parking in the village and in the area. The RRA is also enormously concerned about the proposed reduced width of footpaths in the Rathgar area and also question the overall safety of the proposed cycle paths.

Road-widening, which threatens the architectural layout of our streets and will require the felling of mature trees, is strongly opposed by Rathgar Residents Association. Residents on many of our smaller streets and roads will suffer as a result of increased traffic flows and parking issues. Many villages across Dublin are at risk of losing their identity due to the proposed Busconnects design which is based on outdated road widening and indeed outdated traffic count data which was collected in November 2019 and February 2020. This data is no longer indicative of the traffic flows in and around Rathgar as residents can attest. CSO statistics reveal the change in commuter traffic and in the continuation of working from home patterns by so many workers.

Terenure Road East, Rathgar Village and Rathgar Road are not bus corridors. They form a residential area with schools, hospitals, places of worship, shops and a vibrant community. Spanning out from these roads are a myriad of smaller roads and streets which have their normal ebb and flow. BusConnects’ plans propose a total change in the dynamic of these roads, in particular Highfield Road which will now see an increase of traffic and the introduction of a new Orbital bus route. Many other side streets in our area will suffer devastating knock on effects including increased traffic, increased emissions due to congestion, one way systems and parking issues. What the NTA has refused to do, however, is to trial the proposed traffic changes.

Rathgar Residents Association submits that a comprehensive underground metro would allow Dublin’s residents, commuters and visitors to access the city and its environs whilst saving Dublin’s environment, built heritage and special character. The introduction of school buses would also make a vast improvement to the lives of both families and residents across Dublin.

The NTA admitted in its own material (page 3 public consultation January 2019) that:

“Growth areas can only be served in the short and medium term by the bus as opposed to the long-term projects such as rail and luas.”

Four years have passed since that statement was made. The NTA admits that this is a short term solution which cannot possibly deal with the real issues; so why fell mature trees? Why CPO land to widen roads? Why undermine established communities? Why permanently destroy the Georgian and Victorian heritage of niche urban villages?

As a short-term solution there are many changes that could be made to make the current bus system more efficient at no cost to community and villages. These include policies aimed at reducing private cars on our roads; for example, implementing congestion charges and comprehensive park and ride facilities. Contactless payment has not been introduced despite being in use in neighbouring jurisdictions. In an age when payments are made via smart phones and/or Revolut, for example, the NTA has consistently failed and/or delayed the introduction of such measures in Dublin.

It is also noteworthy that the NTA has not proposed a new park and ride facilities at the Tallaght/Tempelogue M50 turn-off to encourage car drivers out of their cars and onto more environmentally friendly bus services (in the absence of a metro). The NTA is making no actual effort to take cars out of the system in South West Dublin nor is it encouraging

commuting traffic to swap to bus services as they enter Dublin City which. Either would ease congestion on our streets and improve South West Dublin's air quality without requiring infrastructural changes.

There are steps that could be taken now which would improve bus times. It is impossible to understand why the NTA has delayed measures which would prioritise buses over other traffic. The NTA should also be required to introduce non-invasive measures to improve bus journey times for example by introducing priority bus lights, cashless fare on buses and other technical advances. It is exasperating – and frankly cynical- that these measures, in particular cashless fares, have been linked to this BusConnects planning vehicle.

One is left with the impression that the NTA is artificially attempting to obscure that these costly infrastructure changes will provide little improvement in time saving to the bus commuter journey by bundling the tried and tested non-invasive time saving measures in with the bus corridors in an effort to ensure that some positive time saving can be pointed to. This can be the only logical reason for the NTA's refusal to deploy effective modern computer-led solutions to bus time savings. There is simply no sound basis for resorting to archaic road widening and tree removal. Jennifer McElwain, Professor of Botany at Trinity College Dublin, made a submission to the NTA against tree felling. We rely on that submission as hugely valuable trees are still to be lost unnecessarily. (See submission attached for your convenience.)

Rathgar Residents Association urges that all non-invasive improvements be made before any irreversible and detrimental changes are made to our villages, streets and the environment of Dublin and the Greater Dublin Area. We also believe that any proposed measures should be trialled before planning is granted to fully ascertain the impact of the BusConnects' proposals, particularly as traffic modelling as been performed in a piecemeal fashion. The traffic implications of all 12 corridors running concurrently have not been modelled let alone trialled in real time.

The true cost of the environmental fallout of traffic and congestion cannot be understood until traffic modelling for the entire Busconnects project is performed. Therefore, the Environmental Impact Assessment (EIA) submitted by the NTA for this corridor is fundamentally flawed and is not fit for purpose as it does not take into account the fall-out of other bus corridors in the area for example the Kimmage to the City Centre Corridor etc.

Given that the NTA has not proposed any new park and ride facilities for this bus route- and in view of the fact that it is the NTA's own stated aim is that BusConnects is intended to make it more difficult to drive a car in Dublin- an inevitable impact of this proposed corridor (with the traffic changes) is that there will be more not less car traffic; it will simply be rerouted. The NTA proposal offers no alternative parking solutions for commuters. Therefore, they will be forced to make enormously circuitous routes to the city centre thereby increasing emissions, and causing further negative environmental and congestion impacts. The traffic implications for residents and commuters alike have not been modelled; we fear that that is a deliberate lacuna in the data as it would reveal the chaos that will ensue.

In an age where AI is capable of so much and where there have been huge technical advances, traffic modelling is essential prior to any major road infrastructure project. If the NTA does not have access to the technical capability to model all 12 corridors across the wider Dublin area and has not performed this task, then planning permission cannot be granted. The data has simply not been collated. The plans are based on outdated traffic count data, fragmented and disjointed modelling, and a wholly inadequate EIA. We have been asking for this to be done from the outset.

RRA submits that the current plans overburden Rathgar village and surrounding roads with an increase of bus frequency which will be detrimental to the liveability of our village and area. The NTA's insistence on routing all buses from Templeogue/Tallaght and Rathfarnham through Rathgar Village puts a disproportionate burden on Rathgar (and on Rathmines). These bus routes could have easily been separated with a bus service interconnection in Terenure Village and separate bus services along Terenure Road East (towards Rathgar) and, alternatively, along Terenure Road North and Harolds Cross Road. Indeed, the interconnection of bus services lies at the centre of the Busconnects ethos so it is very difficult to understand the proposal to route all those buses along one route only (through Rathgar).

Moreover, it should be noted that all NTA Busconnects infrastructure public consultations separated the Tallaght/Templeogue to Terenure Village and Rathfarnham to City Centre corridors into two distinct separate consultations and are only now joining both corridors together for the ABP planning process.

Forcing all buses through Rathgar has the direct impact of overwhelming Rathgar village and community. The route had previously been designated as a cycle route, but that too has been reversed by the BusConnects proposals.

The NTA proposals will also lead to an inadequate public transport service for Harolds Cross Road which is experiencing a huge growth in housing and education facilities.

A major flaw in the BusConnects' plan for this corridor is that the N81 and R137 have been inexplicably bypassed. For years, the Rathfarnham to City Centre Quality Bus Corridor (QBC) has used the Harolds Cross Road as its route into the city centre. The R137 was identified as a QBC because it is a shorter, more direct, unconvoluted, and wider route to the city centre. Instead, BusConnects plans to have buses turning down the mainly residential Terenure Road East.

Signage in Terenure currently directs incoming city traffic via Harolds Cross Road. The NTA's decision to totally discount the Harolds Cross Road has the effect of leaving a large wedge of the city underserved by public transport while overburdening Rathgar and Rathmines, the latter which is already serviced by the Luas (at Beechwood and Charlemont).

Prior to BusConnects, there was BRT – Bus Rapid Transport. The Rathfarnham to City Centre Core Bus Corridor Report titled 'CBC FEASIBILITY STUDY AND OPTIONS ASSESSMENT REPORT' and dated December 2017 written for the National Transport Authority by DBFL Consulting Engineers and Transportation Planners and which can be found in the NTA Busconnects documents supporting this planning application on the NTA's website <https://templeoguerathfarnhamscheme.ie/> is a key document in this planning application. It is the scoping and feasibility study that the entire corridor is based on. It states:

“The Clongriffin – Tallaght BRT is of particular relevance to section 2 of the Rathfarnham CBC route. The CBC route should complement the BRT service but should not duplicate the potential routing of the Clongriffin – Tallaght BRT route, which is likely to travel via the Harold’s Cross corridor as per the Transport Strategy for the GDA (2016 – 2035) and identified in Figure 1.2 of this report.”

The above section of the feasibility and options report has huge implications for this planning application. The Clongriffin – Tallaght BRT project while viable in 2017 when the report was written - has since been abandoned. However, the fact that the Harolds Cross Road was **excluded at the earliest stages of this current BusConnects project and never fully assessed and analysed is a fundamental flaw of this project.**

During public consultations with the NTA, the above flawed analysis was highlighted to the NTA by RRA and individually by residents. An alternative routing of this proposed corridor via Harolds Cross Road was proposed, but the submission was dismissed by the NTA with a few paragraphs of generic text in the submission analysis. Failure to consider the Harolds Cross Road comprehensively – in circumstances where it was originally identified by the same agency for BRT – wholly undermines this planning application. A full rescoping feasibility study and option assessment, including population growth and access to bus services, is required. A refusal to acknowledge the flawed exclusion of what is a major traffic route from consideration when selecting routes leaves huge gaps in the credibility and soundness of this planning application.

Rathgar Residents' Association relies on the submissions and expert reports (attached) submitted during the consultation process by Rathgar Road Residents Group and the Terenure Road East Residents Group. Additionally, we support the individual submissions to ABP of our Rathgar Residents' Association members (some of whom are also members of the Rathgar Road and Terenure Road East residents' groups) and of the residents' associations in the South West of Dublin.

Regards,
Paula Moore
Vice Chairperson

Rathgar Residents Association
PO Box No. 9574, Dublin 6

➤ On the 27th March 2024, the Rathgar Residents Association made a submission as invited by An Bord Pleanála in its letter dated the 23rd February 2024, with regards to the National Transport Authority's submission to by An Bord Pleanála dated 20th December 2023, details of which can be found on the following An Bord Pleanála webpage <https://www.pleanala.ie/en-ie/case/316272> . Further details regarding the Board's invitation for further submissions can be found in the Appendix B.



Rathgar Residents Association

Rathgar Residents Association

c/o Paula Moore

PO Box No. 9574

Dublin 6

Case Reference Number ABP-316272-23

27th March 2024

An Bord Pleanála (Strategic Infrastructure Division),

64 Marlborough Street,

Dublin 1

D01 V902

laps@pleanala.ie

Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme

Dear Sir or Madam,

As provided for under section 217B of the Planning and Development Act 2000, as amended, and in accordance with your letter dated 23 February 2024, the Rathgar Residents Association (RRA) wish to make a further submission to An Bord Pleanála (ABP) in relation to the submission dated 20th December 2023 received from the National Transport Authority (NTA).

In response to the submission by the Rathgar Residents Association to the Templeogue / Rathfarnham to City Centre Core Bus Corridor, the NTA responds as follows on Pages 696 & 697 of their submission to ABP dated 20th December 2023:

'3.219219 – Rathgar Residents Association

3.219.1 Submission – Terenure and Rathgar

The submission raised the following issues:

- 1. Impacts/costs of the Proposed Scheme outweigh the benefits.*
- 2. Minimal bus journey time improvement*
- 3. Inadequacies in the Consultation Process*
- 4. Biodiversity a. Destruction of trees b. Flora and fauna*
- 5. Architectural and cultural heritage*
- 6. Noise and air pollution*
- 7. Compulsory Purchase Order on Terenure Road East and Rathfarnham Road*
- 8. Traffic redistribution due to proposed traffic management measures*
- 9. Bus gate a. St Mary's college in Rathmines*
- 10. One-way operation of Rathgar Road*
- 11. Proposed turn bans*

12. *Negative effect on businesses a. Loss of street parking/ Loading bays*

13. *Width of Footpaths on Rathgar Road*

14. *Safety of proposed cycle tracks*

15. *Outdated Traffic Count Information*

16. *Changes to work/commuting patterns due to the COVID-19 pandemic*

17. *Trialling of the Proposed Scheme*

18. *Alternative options a. Metro b. School buses c. Congestion charges d. Park and ride facilities e. Cashless fare payment f. Bus priority traffic lights*

19. *No assessment of cumulative impact of 12 corridors*

20. *Routing of buses via Terenure Road North and Harold's Cross*

21. *Separate consultation on CBC10 and CBC12*

3.219.2 *Response to submission*

Detailed responses to the issues raised by this submission have been provided in Section 2.1.1, 2.4.3 and 2.5.3 of this report.'

To be very clear, the concerns and issues raised by the Rathgar Residents Association have not been adequately or sufficiently responded to 'in Section 2.1.1, 2.4.3 and 2.5.3 of this report' or any other part of the NTA's submission. We note the NTA's equally lacking response to issues raised by the Rathgar Business Association and other members of the community. We, and all others who took the time to review and make submissions on the NTA's Busconnects road development planning application as submitted to ABP under section 51(2) of the Roads Act 1993 as amended, expected and merited a direct and satisfactory response by the NTA to the concerns raised.

What is striking is the similarities between the response received from the NTA now in its submission and in earlier NTA lead Busconnects 'public consultations' which were viewed by many as mere box-ticking exercises. There are very few answers given to any of the real concerns of the Rathgar Residents Association in the NTA's response and we look forward to those issues as highlighted in our initial submission to ABP being considered by the Board in full.

The Rathgar Residents Association is very supportive of the requirement of safe cycling facilities and the need for good public transport. To that point, as we know, the Metrolink application is currently being considered by An Bord Pleanála and we would like to take this opportunity to support the residents of Dublin South West and Rathgar who support the extension of the Metrolink from Stephens Green to Rathfarnham and Knocklyon. Dublin South West is the only area in Dublin not served by any rail infrastructure. A south west bound rail link would remove thousands of cars from our roads allowing freer movement of pedestrians, cyclist, and buses, unlike the Busconnects project, which shoehorns all road users onto 'corridors' and will cause traffic chaos.

One of the most important questions posed by the Rathgar Residents Association on traffic modelling summarised by the NTA above as '19. *No assessment of cumulative impact of 12 corridors*' and which has glaringly not been answered by the NTA in this submission or indeed any previous NTA submission, is how will all Busconnects corridors running together affect surrounding roads and villages, and indeed the entirety of Dublin City. The NTA's piecemeal approach to traffic modelling, by modelling each corridor separately and individually, is highly flawed. Unless all corridors are modelled concurrently, the NTA do not know or cannot predict the true affects that these traffic restrictions and redistribution of historical commuter traffic routes will have on our city. Why has this question not been answered?

We also take this opportunity to restate our vehement opposition to the archaic planning proposal of road widening in an historic city which results in the removal of historic fabric and mature trees and hedges in Rathgar, in particular on Terenure Road East, but also all along this corridor and across Dublin for a bus project which bases its analysis on outdated data. It is noteworthy that a bus priority traffic light that has been installed on Terenure Road East recently is working most efficiently. Why was a bus priority traffic light not trialled on Terenure Road East during the initial public consultation phase when we called for non-invasive measures to be trialled and modelled thoroughly before road widening plans were considered?

Noteworthy also is the lack of response to the Rathgar Residents Association's query summarised in the NTA's submission as '21. *Separate consultation on CBC10 and CBC12*'. The only time the words '*Separate consultation on CBC10 and CBC12*' are mentioned in the NTA submission is in the summary of issues raised in other submissions. This lack of response from the NTA with regards to this issue is not limited only to this issue. Why was this question not answered when it is so important as highlighted below?

The NTA during the public consultation phases held separate consultations on the Busconnects Core Bus Corridor (CBC) 10 Tallaght/Temploeague and Core Bus Corridor (CBC) 12 Rathfarnham. When applying to ABP both CBCs were inexplicably merged, given the resultant implications, and sent forward to planning which means that all buses from both the Rathfarnham area and the Temploeague area will be sent through Rathgar and Rathmines. While the NTA keep stating that the Busconnects Infrastructure design changes which are being considered by planning are separate to the Busconnects Network redesign, in fact the merging of these two bus corridors and as a direct result their high volumes of buses, will have an even greater impact on the roads and the public realm of the Rathgar area. Just one of these bus corridors and its volume of high frequency buses directed through Rathgar would be appropriate to meet commuter demand and bus volumes could be tweaked as required in operating service. To add to the issue, the NTA have commenced a new bus service, Busconnects Orbital S4 route, along Highfield Road in Rathgar which is causing issues for residents along Highfield Road. The high frequency of these buses is already having an impact of clogging the system in Rathgar even before the Rathfarnham and Temploeague proposed bus corridors are introduced.

Combining the bus volumes of the Rathfarnham and Temploeague proposed bus corridors, two distinctly separate corridors as presented during the NTA's public consultation phase, at Terenure Cross and forcing that combined volume of buses down Terenure Road East and into Rathgar is a burden too great for the Rathgar area to take. Instead, one of these bus corridors should have been sent down Terenure Road North/Harolds Cross Road which is the original route of the Rathfarnham Quality Bus Corridor and the other corridor should have been directed through Rathgar. The NTA's proposals submitted to ABP results in an overloading and overburdening of buses through Rathgar and the stripping of a high frequency bus service along Terenure Road North/Harolds Cross Road which was the route of the Rathfarnham QBC into the city centre.

One of the key issues referred to by the NTA above as '20. *Routing of buses via Terenure Road North and Harold's Cross*' that the Rathgar Residents Association and indeed many residents have pointed out since the initial stages of the NTA's public consultation process and which the NTA initially ignored and are now trying to make poor excuses for in their submission is that the NTA, from the very start of the Busconnects planning process/route selection stage, ruled out the Terenure Road North/Harolds Cross Road as a possible route due to the Bus Rapid Transit (BRT) and this remains an indisputable issue which remains to be adequately answered.

The statements below come directly from the CBC Feasibility Study and Options Assessment Report, Rathfarnham to City Centre Core Bus Corridor (commenced in 2016 and completed in December 2017, conducted by DBFL Consulting Engineers and Transportation Planners on behalf of their client, the National Transport Authority of Ireland):

'6.1.3 The Clongriffin – Tallaght BRT is of particular relevance to section 2 of the Rathfarnham CBC route. The CBC route should complement the BRT service but should not duplicate the potential routing of the Clongriffin – Tallaght BRT route, which is likely to travel via the Harold's Cross corridor as per the Transport Strategy for the GDA (2016 – 2035) and identified in Figure 1.2 of this report'

'4.4.29 It should be noted that in the case of route options which converge with other CBC, BRT or other public transport corridors the residential and employment population served by these different corridors have been deducted to avoid duplication of population figures.'

As the BRT has now been replaced by the Busconnects Project, then the methodology for the Rathfarnham Busconnects Core Bus Corridor route selection through Rathmines and Rathgar Villages is based on considerations and constraints that no longer exist i.e. that Rathfarnham Busconnects route selection should not 'duplicate' the potential routing of the BRT.

The NTA are now trying to cover their tracks on page 148 of the NTA's submission dated 20th December 2023 by stating:

*'The primary reason for this is the significantly stronger demand for bus along the Rathgar Road / Rathmines Road when compared to Harold's Cross Road. This route corridor serves the urban village of Rathmines, which is a significant trip attractor on southern side of the city. **The strength of the high demand for bus in Rathmines compared to Harold's Cross Road is clearly evident from the extracts from the Dublin Area Bus Network Redesign Revised Proposal (October 2019) presented in Figure 4.27 and Figure 4.28.** The patronage shown in Figure 4.27 is based on existing bus services.'*

The NTA's submission also states on Page 147 that *'Section 3.4.1.1.2.2 of Chapter 3 Reasonable Alternatives of Volume 2 of the EIAR identifies that consideration of the routing the corridor along Harold's Cross Road: Option of the CBC following Harold's Cross Road and connecting to the Kimmage to City Centre CBC. The primary reason that this option has not been progressed is the significantly stronger demand for bus along the Rathgar Road / Rathmines Road when compared to Harold's Cross Road. This route corridor serves the urban village of Rathmines, which is a significant trip attractor on southern side of the city. The strength of the high demand for bus in Rathmines compared to Harold's Cross Road is clearly evident from the extracts from the Dublin Area Bus Network Redesign Revised Proposal (October 2019)'*

The Combined Activity Density Map presented in Figure 4.28 of the Dublin Area Bus Network Redesign Revised Proposal (October 2019) referred to in the extract from the NTA's submission dated 20th December 2023 above **based its data on the Central Statics Office Census 2011 data and the Busconnects Environmental Impact Assessment Report (EIAR) uses extracts from the Dublin Area Bus Network Redesign Revised Proposal (October 2019)** on which to base its analysis on demand in Rathmines versus the Harolds Cross Road. The report states that *'Combined Activity Density (population, employment, and student enrolment density) indicates the total level of daily activity in an area, as most trips begin or end at a residence, workplace, commercial, or educational establishment.'* Combined Activity Density Maps are very important at establishing real time requirement for public transport for an area rather than Daily Bus Patronage which is based on service levels available to an area rather than services required. The arguments set out in Page 150 and Page 151 of the NTA's submission are based on bus service available and not bus service proposed.

On page 149 of the NTA's submission dated 20th December 2023, it states:

'It is noted that the above graphic was based on the 2011 census. At the time of writing this response, the 2022 census data was not yet available, however an updated combined activity density map has been prepared based on the 2016 census and is presented below, confirming that the demand has not changed in any significant way.'

In fact, what the 'updated combined activity density map has been prepared based on the 2016 census' on Page 149 of the NTA's submission and referred to above does show is the distinct need for a bus corridor along Terenure Road North/Harolds Cross Road even in 2016, which importantly would also provide an interconnection between other Busconnects corridors (linking Kimmage/Rathfarnham/Templeogue) in the area which is a stated goal of the Busconnects Project. Did the NTA update their EIAR also when updating their Combined Activity Density Map based on 2016 census as opposed to the 2011 census?

While it is strange that the NTA in 2019 had based their initial Busconnects route selection analysis on 2011 data, it is totally bewildering why it is not evident to them now that Terenure Road North/Harolds Cross Road requires a bus corridor given the need shown in the 2016 data, coupled with the fact that in the last eight years since the 2016 data was captured, that the Terenure Road North/Harold's Cross Road has had an explosion of home building, commercial and school building projects which has a direct impact on population, education and employment levels in the area and hence bus/public transport requirements.

The NTA's proposals amount to the removal of an adequate bus service to the Terenure Road North/Harold's Cross Road which has ample areas of Zoned Z1 Sustainable Residential Neighbourhood in the environs either side of it and an overloading of two core bus corridors merged into one, which are proposed to be funnelled down Terenure Road East and into Rathgar which is largely Zoned Z2 Residential Neighbourhoods (Conservation Area). The Dublin City Development Plan 2022-2028 Mapset H shows the vast potential of building growth into the future along Terenure Road North/Harold's Cross Road whereas its glaringly obvious that this population growth potential is not possible along the corridor proposed down Terenure Road East, into Rathgar Village and down Rathgar Road, mainly designated a conservation area.

It is also noteworthy that between 2011 and 2016, Ireland was still in the grips of the fallout of the recession. The NTA is proposing a project for the past, not a solution for the future. In effect, by using Census 2016 population data, the NTA is essentially using pre 2008 recession data instead of mapping, computing, and predicting future bus user volumes for the area. The Central Statistics Office's Census 2016 data is used throughout the project and not only as the NTA's paltry excuse as to why the shorter and more time efficient and historical route of the Quality Bus Corridor (QBC) from Rathfarnham to the City Centre along the Terenure Road North/Harold's Cross Road was not considered properly in the planning stages of this project. It is most significant that the NTA kept both the Templeogue and Rathfarnham to City Centre routes separate during public consultations, only joining them together when planning was brought to ABP.

It is also noteworthy that Transport Infrastructure Ireland who are managing the proposed Metrolink Project on behalf of the NTA are using the Central Statistics Office Census 2022 data in their presentation to the An Bord Pleanála Metrolink Oral Hearing which commenced on the 19th February and which I attended. On page 149 of the NTA's Busconnects submission dated 20th December 2023, it states: *'It is noted that the above graphic was based on the 2011 census. At the time of writing this response, the 2022 census data was not yet available'*. The NTA submission that we have been invited to respond to is dated not two months earlier the start of the Metrolink oral hearing. Why was the Census data 2022 available two months later in February 2024 and not in December 2023 or why didn't the NTA request to delay its response for another two months if the data wasn't available in December 2023 to ensure the most accurate response to guarantee the best outcome for the Busconnects project? Both Busconnects and Metrolink are huge public infrastructure projects and both will cost the taxpayers billions. How is it correct to base the planning application of one of those projects on Census 2022 data and the other on Census 2016 data and in particular census data on population?

Also, Transport Infrastructure Ireland in their presentation to the An Bord Pleanála Metrolink Oral Hearing presented changes in the proposed project including to the Environment Impact Assessment Report (EIAR) since the railway order planning application was lodged to ABP in September 2022. Changes made to the EIAR since the original application include updates due to public policy changes, the new Greater Dublin Area Transport Strategy 2022-2042, the Cycle Network Plan 2022, climate legislation, new planning applications and planning updates near the proposed Metrolink alignment, and changes requested by ABP to the proposed planning.

The Busconnects Project could have also benefited from these new amendments being included in its planning application by way of submission in the NTA's response dated 20th December 2023 which we have now been given an opportunity to respond to. It would have made the planning process more robust and less likely to be held up by judicial reviews in the future. However, we have been left with very little to respond to in the NTA's submission which reads like a data filing exercise where submissions are correlated and summarised with no genuine answers given. One would expect an AI generated response to have produced a more sincere effort to provide answers.

The Rathgar Residents Association wrote to ABP to request an oral hearing and we note in the Board's letter dated 23rd February that it has been decided not to hold one. We are disappointed that the Busconnects Project will not be presented by the NTA at an ABP oral hearing and the public not given an opportunity to respond as has been granted to the Metrolink Project. Indeed, throughout this process of very active engagement with the NTA since 2019, many residents have felt and still feel they have not been heard and this submission by the NTA reinforces that stance, given that it is 795 pages of non-answers to residents and organisations that took the time to engage and make submissions on this planning application to ensure the best outcome to the process. An oral hearing would have provided a fair, balanced, and impartial public forum for the public to make submission. It is important to note that Busconnects has a far greater potential impact on Dublin and in particular its streetscape and public realm than an underground metro could ever have- precisely because it impacts on the surface. It will directly affect more trees and hedges, more historic features, more people, and more property than Metrolink which will run almost entirely underground.

Yours faithfully,

Paula Moore BE MIEI AMIMechE

Vice Chairperson

Rathgar Residents Association

Communications Received from An Bord Pleanála

Several letters were received by the RRA from An Bord Pleanála in the last 12 months which can be found in the Appendix B below.

- The letter received by the RRA on the 11th July 2023 from An Bord Pleanála acknowledged receipt of the RRA's submission dated the 17th June 2023 to the Templeogue/Rathfarnham to City Centre Core Bus Corridor proposed planning application. See copy below in Appendix B.
- The letter received by the RRA on the 18th October 2023 from An Bord Pleanála outlined the Board's intention to extend the Board's consideration period beyond the statutory objective of a period of 18 weeks, indicating a date of the 28th February 2024 for the new determination date. See copy below in Appendix B.
- The letter received by the RRA on the 23rd February 2024 from An Bord Pleanála **outlined the Board's decision not to hold an oral hearing into the Busconnects Templeogue/Rathfarnham to City Centre Core Bus Corridor.** The RRA are disappointed by this decision not to hold an open hearing on the Busconnects planning proposals, as an oral hearing was afforded to the Metrolink Project which is a similarly large strategic transport infrastructure project. See copy of ABP letter below in Appendix B.

The letter also invited further submissions on the Busconnects Templeogue/Rathfarnham to City Centre Core Bus Corridor planning application, in regards and in response to a submission made by the National Transport Authority to An Bord Pleanála dated the 20th December 2023. The RRA made a submission to ABP dated the 27th March which is attached above. Further details can be found on the following An Bord Pleanála webpage <https://www.pleanala.ie/en-ie./case/316272>

- The letter received by the RRA on the 28th February 2024 from An Bord Pleanála outlined the Board's intention to extend the Board consideration period for the **Busconnects Templeogue/Rathfarnham to City Centre Core Bus Corridor** again beyond the 28th February 2024, the previously extended date as outlined in its letter to the RRA dated the 18th October 2023. The letter stated that the case would "be determined as soon as practicable." **No definite date for the determination of the Busconnects Templeogue/Rathfarnham to City Centre Core Bus Corridor case was indicated.** See a copy of the ABP letter below in Appendix B.

Busconnects Network Redesign: Update on the new S4 Orbital Bus Route which travels along Highfield Road and through Rathgar Village and along Terenure Road East

The residents of Highfield Road have been affected by the introduction of the new S4 bus route on a road which previously had no bus route on it. This route forms part of the Busconnects Network Redesign as opposed to the proposed Busconnects Core Bus Corridor Strategic Infrastructure Project. However, the proposed Busconnects Corridor through Rathgar would also impact Highfield Road, especially due to additional traffic as a result of the proposed one way system on Rathgar Road.

The following update on the S4 orbital route has been received from one of our Highfield Road Residents:

Observations on the S4:

1. Frequency of buses is too high.
2. Size of bus is too big. A double decker is not required especially as observed buses are carrying very few passengers.
3. At certain times of the day there can be two buses backed up within 200 Metres of each other.
4. The buses are idling in traffic, with fuel fumes an issue.

Resident notes that if the bus frequency was reduced, if the buses were single decker and if they were electric, that would be a positive amendment to the current situation.

Appendices:

A. NTA Communications (1 & 2 below) received since the RRA AGM last March 2023 regarding the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme:

1. 19th April, 2023

Dear Community Forum Member,

Please note, this is a no-reply email address. Please feel free to email queries to cbc@busconnects.ie

We are emailing you to provide a status update in relation to the Core Bus Corridors.

This week, the National Transport Authority (NTA) gave notice of its application under Section 51(2) of the Roads Act 1993 (as amended) to An Bord Pleanála for approval in relation to a proposed road development consisting of the construction of the **Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme**.

For information, a small number of changes have been made to this scheme following consideration of the submissions received during the third round of public consultation (at the end of 2020) and these are summarised below.

- Provision of shuttle signal system Mount Pleasant Avenue;
- Modifications to Highfield Road / Rathmines Road Upper junction;
- Lennox Street junction modified to pedestrian & cycle access only;
- Removal of 1 of 2 inbound traffic lanes on Camden Street upper over short section to facilitate cycle tracks;
- Minor updates to loading bays & parking;
- Slight adjustment to inbound bus gate south of Terenure Cross to avoid need for land take;
- Layouts of all bus stops enhanced and some bus stop locations / layouts have been optimised to allow better connectivity for bus passengers;
- Refined junctions and landscaping throughout.

From Thursday morning, a copy of the application documentation may be viewed and downloaded free of charge at: www.templeoquerathfarnhamscheme.ie . Please note all previous documents regarding BusConnects are still available on www.busconnects.ie

Submissions/observations on this scheme may be made in writing to the Board at **An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902** between Tuesday 25th April and Tuesday 20th June 2023.

Any submissions/observations must be accompanied by a fee of €50 and must be received by the Board not later than **5.30 p.m. on the 20th June 2023**. This fee will not apply to certain prescribed bodies including those specified in Section 51(3)(b) of the Roads Act 1993 (as amended) or to landowners and others with a legal interest in land who are objecting to compulsory acquisition of land in which they have such an interest in a compulsory acquisition case.

Submissions/observations can also be made on the An Bord Pleanála website at the following address: <https://www.pleanala.ie/en-ie/observations>

It is our intention to submit the schemes on a phased basis with the next three schemes likely to be submitted in the order shown below:

- Tallaght/Clondalkin to City Centre CBC Scheme;
- Kimmage to City Centre CBC Scheme;
- Ringsend to City Centre CBC Scheme.

As each scheme is submitted for approval to An Bord Pleanála, the process of public notifications in newspapers and online will be repeated.

Yours Sincerely,

BusConnects Team

2. 8th June 2023

Dear Community Forum Member,

This is a no-reply email address. Please feel free to email queries to cbc@busconnects.ie

We are emailing you to provide a status update in relation to the Core Bus Corridors specifically the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme.

It has come to our attention that the date for the end of the inspection period and the date by which objections were said to be required to be made in writing to An Bord Pleanála in relation to the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 were incorrect on the non-statutory Site Notices which had been erected at certain locations along the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme. These non-statutory notices also referred to the incorrect date for the making of submissions/observations on the Environmental Impact Assessment Report and the Natura Impact Statement. These non-statutory notices have now been updated.

In the circumstances, in order to ensure full and effective public participation, an extension of time for inspection, purchase of documents and for the making of submissions/objections is being provided beyond 20th June 2023 to 15th August 2023.

Notices in relation to a further period of time for the making of submissions relating to the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme pursuant to Section 51(3) of the Roads Act 1993 (as amended) and in accordance with Article 4(a) of the of the Third Schedule to the Housing Act 1966 (as amended) relating to the Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 will appear in the Irish Independent and the Gazette newspaper on Thursday 08 June 2023.

A copy of the application documentation may be viewed and downloaded free of charge at: www.templeoguerathfarnhamscheme.ie . Please note all previous documents regarding BusConnects are still available on www.busconnects.ie

All previous submissions/objections submitted to An Bord Pleanála during the previous period of time for the making of submissions/objections are unaffected by this additional period and do not require to be resubmitted. They will be considered in full by An Bord Pleanála – no further action is required.

Additional submissions/objections may be made in writing to the **Board at An Bord Pleanála (Strategic Infrastructure Division), 64 Marlborough Street, Dublin 1, D01 V902** before **5.30pm** on this extended date of **15th August 2023**.

Any submissions/objections must be accompanied by a fee of €50 and must be received by the Board not later than **5.30 p.m. on 15th August 2023**. This fee will not apply to certain prescribed bodies including those specified in Section 51(3)(b) of the Roads Act 1993 (as amended) or to landowners and others with a legal interest in land who are objecting to compulsory acquisition of land in which they have such an interest in a compulsory acquisition case.

Submissions/objections can also be made on the An Bord Pleanála website at the following address: <https://online.pleanala.ie/en-ie/sid/observation> .

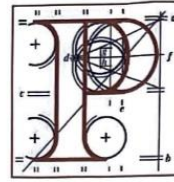
As each scheme is submitted for approval to An Bord Pleanála, the process of public notifications in newspapers and online will be repeated.

Yours sincerely,

BusConnects Team

- B. An Bord Pleanála – 4 Letters received since the RRA AGM last March 2023 regarding the Templeogue/Rathfarnham to City Centre Core Bus Corridor

Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Rathgar Residents Association
c/o Paula Moore
PO Box No. 9574
Dublin 6

Date: 11 July 2023

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

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.

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

Yours faithfully,

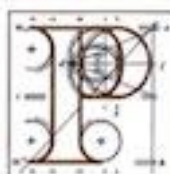
Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02A

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Our Case Number: ABP-316272-23



An
Bord
Pleanála

Rathgar Residents Association
c/o Paula Moore
PO Box No. 9574
Dublin 6

Date: 18 October 2023

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

In accordance with section 221(2)(a) of the Planning and Development Act 2000, as amended, it is a statutory objective of the Board to ensure that every proposed road development approval application received is determined within a period of 18 weeks, beginning on the last date for making submissions.

Where it appears to the Board that it would not be possible or appropriate to determine a particular application within this period, a notice must be sent to the road authority and persons who made submissions on the proposed road development, in accordance with section 221(3)(a) of the 2000 Act. The Board hereby serves notice under section 221(3)(a) of the 2000 Act, that it appears to the Board that it would not be possible/appropriate to determine the above application within the period of 18 weeks (i.e. by 23rd October 2023) due to the necessity for further consideration of the case.

The Board intends to determine this application on or before **28th February 2024**. The Board will take all such steps as are open to it to ensure that the matter is determined before that date.

If you have any queries in relation to the matter please contact the undersigned officer of the Board at apps@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

HA14

Tel	Tel	(01) 856 8100
Glaio Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2584
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Snaid Meoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Our Case Number: ABP-316272-23



An
Bord
Pleanála

Rathgar Residents Association
c/o Paula Moore
PO Box No. 9574
Dublin 6

Date: 23 February 2024

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer to the above-mentioned road development application for approval under section 51(2) of the Roads Act, 1993, as amended.

The Board has considered the case and hereby notifies you that it has decided to determine the application without an oral hearing. In this regard, please be advised that the Board has absolute discretion to hold an oral hearing and has concluded that this case can be dealt with adequately through written procedure. Accordingly, the Board hereby considers it appropriate to invite you to make a submission in accordance with section 217B of the Planning and Development Act 2000, as amended, in relation to the submission dated 20th December 2023 received from the National Transport Authority. A copy of the submission can be found on the Board's website at www.pleanala.ie/en-ie/case/316272 under the heading 'Responses'. This submission together with the application documentation is also available for public inspection at the following locations:

1. An Bord Pleanála, 64 Marlborough Street, Dublin 1
2. National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2

Any submission in relation to the above must be received by the Board within 5 weeks from the date of this letter (i.e. no later than 5:30p.m. on 28th March 2024). You may make your submission via email to laps@pleanala.ie, or by hand or post to the offices of the Board. No additional fee is required for making a submission. Please do not use the Board's online submission portal to make a submission, as the submission portal is for submissions that require a fee. As there are a number of Busconnects applications with the Board for approval, you are requested to provide the following in your submission, should you choose to make one:

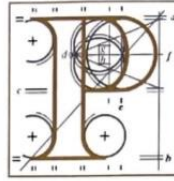
- (a) The case reference number: ABP-316272-23
- (b) Your name and address.
- (c) The name and address of the person you are acting on behalf of (if applicable).

If you have any queries in relation to the matter, please contact the undersigned officer of the Board.

Tel	Tel	(01) 856 8100
Glas Áitidil	LoCall	1800 275 175
Facs	Fax	(01) 872 2664
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Our Case Number: ABP-316272-23



**An
Bord
Pleanála**

Rathgar Residents Association
c/o Paula Moore
PO Box No. 9574
Dublin 6

Date: 28 February 2024

Re: Bus Connects Templeogue/Rathfarnham to City Centre Core Bus Corridor Scheme
Templeogue/Rathfarnham to City Centre

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer to the above mentioned matter and, in particular, to the Board's notice to you dated 18th October 2023 under section 221 of the Planning and Development Act 2000, as amended, in which it was indicated that the Board intended to determine this matter before 28th February 2024.

I regret to inform you that, the Board will not now be in a position to determine the case before that date due to the need for the further consideration of the case.

The case will be determined as soon as practicable when the inspectors report has been received and when the Board's detailed consideration of the matter has been completed.

In this regard please note that while a definite date for the determination of the case cannot be indicated I can advise that most cases are decided within a relatively short period of their being formally considered for the first time at Board level.

Teil	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902