

Bus Connects  
National Transport Authority  
Harcourt Lane  
Dublin 2  
D02 WT20

September 14<sup>th</sup>, 2018

Re: Proposed Changes to the Bus Network and its impact on the Gallops estate in Leopardstown

Dear Sir/Madam,

I am writing to you on behalf of the Gallops Residents Association in Leopardstown, Dublin 18, to highlight our concerns over the proposed changes to the bus network under the "Bus Connects" plan. For your information, the Gallops estate comprises c700 houses and is bordered by Murphystown Way/Ballyogan Road on one side, Leopardstown Valley estate on another side, with the remainder by the M50/Glencairn House.

We have 3 buses servicing the local area, namely the 44, the 47 and the 63, with each of these providing access to the following key areas:

44 bus	City Centre, Dundrum, Stepside, Kilternan, Enniskerry
47 bus	Stillorgan Industrial Estate, Stillorgan village, UCD
63 bus	Cabinteely, Dun Laoghaire

The new network plan proposes to replace these services with the following:

44 bus	Luas for Dundrum and city centre / 213 bus for Stepside to
Enniskerry	
47 bus	213 bus from Kilgobbin Road or Luas to Stillorgan Industrial Estate +
213 bus	
63 bus	Cabinteely - Luas to Carrickmines + 227 bus
	Dun Laoghaire - Luas to Stillorgan Industrial Estate + s8 bus

While we appreciate that this network redesign is being done to increase overall efficiency in the network and it will provide us with access to orbital routes which were not accessible before, we believe there are a couple of issues that need to be looked at further in the plan:

1. Luas capacity
2. Route of 213 bus

### **Luas capacity**

There has been substantial high density residential development in the local area in the last 12 months and further development is planned. For example, Park Homes have built/are building over 1,000 residential units in Clay Farm on the Ballyogan Road and further developments are planned along Murphystown Way in Lisieux (>150 units with planning granted) and Glencairn House (>380 units subject to permission).

All of these permissions are being granted/submitted on the basis that they are in close proximity to high quality public transport via the Luas, with the underlying assumption

appearing to be that it has endless capacity. Now we have a bus network redesign which is also assuming that existing bus passengers can be accommodated by the Luas.

The problem with all of these assumptions is that the Luas is already suffering from capacity issues at peak times, so the combination of all these planned developments is that they are going to lead to severe problems with overcrowding and ultimately defeat the purpose of the bus network re-design for the local area.

We would therefore request that a feasibility study be done on the Luas network to see if the future plans for this service can cope with the increased capacity that will come from both the residential development in the area and the increase in former bus passengers that will now need to access the Luas to connect with a bus.

Finally, this study will also need to take into account the impact that any increased frequency of trams has on our estate, because if capacity is increased in this manner, this will exacerbate existing problems that residents of the Gallops already have in getting out of the estate each morning in their cars. This is because unlike most other areas, residents of the Gallops must cross a Luas line to get out of the estate each morning.

### **Route of the 213 bus**

The proposed route for the 213 bus is to take the Kilgobbin Road when connecting from Stepside to Sandyford Industrial Estate. We believe a better alternative would be to turn off the Kilgobbin Road at the Ballyogan Road junction and travel down Murphystown Way. This makes sense for 2 reasons: firstly, Murphystown Way services a much higher population of people compared to the northern section of Kilgobbin Road, which is mainly large detached houses; secondly, if the 213 goes down Murphystown Way as the 47 currently does, then it will limit the increase in demand from former bus passengers trying to get on the Luas at Glencairn to go to Sandyford Industrial Estate.

In conclusion, we understand the need for the network redesign at a strategic level for Dublin, however we do feel that the issue of Luas capacity needs to be properly addressed in terms of how it can handle the increase in demand that is envisaged in the plan. Our suggestion for the 213 route will not address this issue, but it will help to alleviate some of the pressure, while also increasing the population serviced by this new route.

We look forward to your response.

Yours faithfully,

Kevin Windle  
Chairman  
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