

MANAHAN PLANNERS

Town Planning Consultants

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10th December 2019

The Manager
Dublin Area Bus Network Redesign,
National Transport Authority,
Dún Scéine, Harcourt Lane,
Dublin 2,
D02 WT20

By Email: consultations@busconnects.ie

Re: Submission to Bus Connects Public Consultation.

Dear Sirs,

We have been retained by Sandyford BID CLG, 10 Leopardstown Office Park, Burton Hall Avenue, Sandyford Business Park, Dublin 18, D18 FK72, to make a submission to the latest round of public consultation in relation to the Bus Connects proposals.

The Sandyford Business District is designated in the Dun laoghaire Rathdown County Development Plan as a significant service centre. The most recent Census shows that Sandyford Business District has 5,000 residents living within the District with 26,000 workers coming in every day. Recent planning approvals indicate that in 24 months time it is estimated this will grow to 30,000 workers while the number of residents is set to grow to 6,500.

For example recent development of office blocks include the completion of One South County, with Two and Three South County set to break ground in the new year. Additionally Microsoft redeveloped their Irish HQ opening this year and serving 2000 staff. Facebook and Google are also moving thousands of employees into the district. Other developments including the Hive, which features about 6,782sq m (73,000 sq ft) of space along with 117 parking spaces and 96 bicycle spaces, the Termini building and Burton Hall/Oakwood site are also being developed.

Generally there has been substantial growth in local population and office development in the last year, which is putting a considerable strain on the transport infrastructure. The majority of these developments including Sandyford, Leopardstown and Cherrywood rely on the Luas Green line as their primary public transport link with the city centre and will continue to do so under Bus Connects.

In the light of these figures and the catchment it serves, the Sandyford Business District is akin to a reasonable sized town. It is however badly served by public transport, having regard to its size and needs. While it is recognised that Dublin suffers from a poor public transport system, this is made worse in the southern suburbs by the North South nature of the radial routes in and out of the city centre. Most public transport follows these radial routes and so workers not living along these routes are disadvantaged.

An example of this is there is a very limited and infrequent bus service to and from Blackrock Dart station. In response a number of private shuttle buses are operated and provided by Microsoft, SSE Airticity, Green REIT and Executive Express every day. However this is of no assistance to employees of other companies. Employers report to our clients the difficulty of recruiting and retaining staff in

circumstances where accessibility is difficult. This is a major difficulty for all employers in the District and is one that needs to be addressed urgently. Its impact is severe and is increasing.

Accordingly there is a clear need to provide a series of bus services travelling East West cutting across these radial routes. We note this has been recognised in the bus connects proposal in that there are three East West routes proposed for the southern suburbs as shown in the table below.

S4	UCD	Bird Ave - Dartry - Terenure - KCR - Crumlin - Kylemore Rd - Ballyfermot	Liffey Valley
S6	Blackrock	Mount Merrion - UCD - Dundrum - Rathfarnham - Firhouse	Tallaght
S8	Dun Laoghaire	Monkstown - White's Cross - Sandyford Ind Est - Ballinteer - Ballyboden - Tallaght	City West

These improvements in public transport on an east west basis are vitally needed and the Bus Connects are proposing two routes of potential relevance to the SBD. These routes are shown below in an extract from the Bus Connects website.



It is submitted however that in the design of these routes insufficient attention has been paid to ensuring an adequate service to the Sandyford Business District. The S6 service travels from the Western suburbs of Tallaght through Templeogue, Churchtown, Dundrum, Taney but then swings off northwards to UCD and thereafter down to Blackrock. This route is of no assistance to Sandyford Business District.

The S8 service travels from Dun Laoghaire up Newtown park Avenue, Leopardstown Road to the Sandyford Business Park and thereafter to Ticknock, Grange Road, Ballyboden and City West. This route is likely to experience congestion in the eastern portion of its route and less custom along its western length.

It is submitted there is a need to join these two separate, almost parallel, orbital routes. For example there is a demand from persons along the S6 living in Tallaght, Templeogue, Churchtown and Dundrum to switch and travel to the Sandyford Business District. This could be achieved by a link along the Drummartin road and Drummartin link road.

In a similar fashion there is a demand and desire line to travel from the Blackrock Dart station to and from the SBD. This could be achieved by travelling along the S6 to then travel along the Stillorgan Road and Brewery Road to link with the S8 in the Sandyford Business District.

It is submitted that if these two links were introduced into the system, it would improve significantly the accessibility of the Sandyford Business District to a wider range of its potential employees with consequential beneficial effects for both companies and staff. It would make the routes more effective, increase their custom and thereby increase profitability of the routes.

This suggestion is indicated in diagrammatic manner by way of purple arrows in the image below. The SBD is marked with a red star.



In summary, we ask that Bus Connects consider our proposal wherein an alternating S6 bus begins in Tallaght and then switches over to the S8 at Drummartin so as to finish in Dun Laoghaire.

In a similar manner, a number of S6 buses leaving Blackrock could switch over to the S8 route via the Stillorgan Road and Brewery Road and complete its journey in City West.

The high volume of commuters during rush hour has created the need for a bus connecting SBD with Blackrock Dart during peak times. The demand for this service is exemplified by the number of private buses operating on this route. We submit that a service making use of the Mount Merrion QBC would benefit the district without adding to the considerable commuter traffic on Newtown Park Avenue.

Alternatively a service could “loop” from the DART to the SBD and back again. Also a service could “loop” from Tallaght to the SBD and back again. In any case, higher frequencies during rush hours are required.

Finally whatever service is provided, it should not just travel through the District but should, once it arrives, do a loop within the District before exiting to continue travelling to its destination. This would allow for stopping off points as close as possible to individual employment centres.

We ask that account be taken of this submission. The SBD is one of the most central employment generating hubs on the south side of the city. It is suffering through poor public transport access. Employers are having to provide compensating transport arrangements or else find difficulty in recruiting staff. This compensating measure is beyond the scope of smaller companies. While the current Bus Connect proposal goes some way to address this deficiency, it falls short of its potential. It needs to be amended and improved as suggested in this submission. The residents and workers employed in the District deserve it.

We ask that note be taken of this submission in arriving at a final layout.

Yours faithfully

A handwritten signature in blue ink that reads "A. Manahan". The signature is written in a cursive style with a large initial 'A'.

Tony Manahan
Manahan Planners