

## Eduardo De Oliveira

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**From:** oireachtasliaison <oireachtasliaison@nationaltransport.ie>  
**Sent:** Friday 20 December 2024 14:43  
**To:** LUPT - Central Management Unit  
**Subject:** RE: Item 85382 (ref bus stop 3368) December 2024 Lucan, Palmerstown and North Clondalkin ACM - FAO Susan Sinclair  
**Attachments:** Item 85382 - Letter to NTA ref Stop 3368.pdf

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Dear Ms Sinclair,

I refer to your recent correspondence dated 18<sup>th</sup> December 2024, (attached for ease of reference), regarding the motion that was adopted at the December meeting of the Lucan, Palmerstown and North Clondalkin Area Committee requesting;

*" ..... the Chief Executive to formally contact the National Transport Authority (NTA) to address ongoing safety concerns at the bus stop shelter on Esker Road (Stop No. 3368). Specifically, we ask the NTA to:*

- Explore the provision of temporary lighting solutions to ensure adequate illumination at the shelter.*
- Where possible expedite the planning and installation of a replacement shelter that meets current accessibility and safety standards.*
- Address visibility issues by coordinating with relevant parties to manage surrounding vegetation.*

*This motion seeks to emphasise the urgency of resolving these safety concerns, which have been highlighted by residents for a considerable time."*

The shelter at this bus stop location [stop no. 3368](#), has been the unfortunate subject of a number of different ill-fated events one after another, rather than one single event, amounting to road traffic accident (RTA) damage most recently. These events have been outside of the control of the NTA. It is not possible to police acts of vandalism, technical failures, and RTAs. The NTA and our bus shelter contractor have both endeavoured to respond in a timely manner to complete the necessary repairs on each occasion once contact has been made with the NTA to report the ongoing issues with the shelter.

Most recently due to the RTA the power supply to the shelter has been disconnected on safety grounds. This is standard practice to ensure that awaiting passengers are protected from potential electrocution when in contact with the shelter structure. ESB Networks normally require the power to be disconnected. Additionally, as an interim resolution to the immediate concern relating to the lack of illumination, we had considered installing a solar kit on the existing shelter, but the overhanging trees ruled out that possibility as enough power would not be generated to illuminate the shelter due to the shading. Accordingly due to the condition of the shelter, and the safety risk to passengers as a result of the RTA, it has been agreed to replace the shelter at this location with a new safe power supply.

In that regard our bus shelter contractor conducted a technical review of the configuration of the existing bus shelter, on site, to scope out the necessary works. It was found that the roof and the add panel of the existing shelter were constructed very close to the kerb line of the road. While that arrangement may have been acceptable back in November 1997, when the shelter was originally installed it is not acceptable under current accessibility standards in addition to changes to the bus fleet. The footpath is very restricted at the stop location. The current configuration of the shelter is the most likely reason that the RTA occurred due to the close proximity of the shelter to the kerb line. Current standards under [IS EN 17210](#):

[2021 Accessibility and Usability of the Built Environment](#) and the [Design Manual for Urban Roads and Street \(DMURS\)](#) require improved free movement and circulation space around a bus shelter. We recently experienced the application of these space requirements where South Dublin County Council refused planning permission for the provision of shelters at two other bus stop locations, stop number 6245, New Nangor Road, opposite 32 Alpine Heights, Clondalkin and bus stop number 3419, New Nangor Road, opposite 44 Castlegrange Square, Deansrath, planning references [SD24A/0096](#) and [SD24A/0129](#), respectively. The reason for both refusals is as follows:

*“The subject proposal, by reason of insufficient setback distance from the adjacent road edge, would not comply with Figure 4.34 of the Design Manual for Urban Roads and Street (DMURS), whereby a minimum pedestrian walkway width for adequate pedestrian clearance is identified as 1.8m. In addition, the proposal, if permitted, would set an undesirable precedent for other similar developments, which could in themselves and cumulatively be harmful to the amenities of the area. The proposal would thus be contrary to the proper planning and sustainable development of the area, and therefore cannot be favourably considered by the Planning Authority.”*

Accordingly, our bus shelter contractor has been requested to develop a design solution for this stop location [stop no. 3368](#), which will require planning permission due to the fact that a new shelter configuration at the bus stop location will be materially different to the current configuration. This in all likelihood will include a set back from the kerb line of the road in addition to the removal of some 10 to 12 linear metres of soil and vegetation at the rear of the shelter to form a new, wider hard standing to accommodate a new shelter, diverting the existing footpath round the front of the new shelter to accommodate pedestrians. This application is one of several applications being prepared by our bus shelter contractor and the application will be submitted following review and completion of the planning pack and receipt of the necessary letter of consent from South Dublin County Council. Most recently our bus shelter contractor has advised that they are in receipt of the final planning pack and the planning drawings. Following review of the documentation it is planned to submit the application in the new year. We should have a clearer indication if a replacement shelter will be provided at the bus stop location following determination of the planning application by South Dublin County Council. Pending a positive determination by the County Council we will schedule the shelter replacement as part of our annual programme of shelter installation works. In that regard we also wish to advise that the replacement shelter will require a new connection to the network by ESB Networks. It has been our experience in the past that EBS Networks can be very slow to respond, despite the fact that all formalities have been completed and put in place, including full and complete payment of all connection fees in addition to an agreement to schedule a site visit.

Regarding the installation of bus shelters the NTA established a Bus Stop Enhancement Programme (BSEP) aimed at improving the bus stop facilities at some 14,000 bus stops nationally including the provision of hardstanding, bus stop poles and information, seats, and where possible bus shelters. The BSEP is being delivered through local authorities, in collaboration with the NTA, where the NTA provides funding to each local authority as part of annual funding allocations. The objective of this programme is to facilitate the enhancement / upgrade of existing bus stops across the country, including the provision of poles and hardstanding areas where none exist, the provision of seating (where space exists) and the installation of bus shelters in appropriate locations. It is intended to repeat this into 2025 as an annual funding stream and for a number of years beyond then, to enable and facilitate the necessary uplift and enhancements to bus stop locations across the country.

Each local authority is being requested to prepare a prioritised programme of bus stop enhancements in their administrative area for design and delivery on a phased basis. Due to the scope and extent of individual ad hoc requests that the NTA receives for the provision of shelters, and other improvement works, this is the most effective and efficient process for the provision of bus shelters. It allows the NTA to

coordinate the development and implementation of bus shelter programmes at county level rather than through piecemeal arrangements, synchronising and aligning with other planned improvement works being conducted by local authorities. This approach aligns with the position that the provision of bus shelters is generally not achievable without some works – kerb changes, footpath changes, road markings and similar - being undertaken by local authorities. Through a central supply contract, the NTA will provide the bus shelter to the local authority and will also make available the NTA’s bus shelter contractor to undertake its installation (following the Council’s preparatory works) and to maintain the bus shelter subsequently.

In that context we will bring this request to the attention of the relevant Council personnel who are preparing the Council’s prioritised programme in respect of bus stop enhancements in addition to other planned works. Again, we regret that we are not in a position to provide a more definite precise timeline, in response to this issue at this point in time for the reasons outlined above. In the interim we will request our bus shelter contractor to return to the location to see if there are any interim improvements to can be implemented as we await the next steps.

I trust that the above information is of assistance and clarifies the matter and that this answers your query.

Yours Sincerely,



**Richard Kelly**  
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**From:** LUPT - Central Management Unit <[cmu@SDUBLINCOCO.ie](mailto:cmu@SDUBLINCOCO.ie)>  
**Sent:** Wednesday, December 18, 2024 2:18 PM  
**To:** oireachtasliaison <[oireachtasliaison@nationaltransport.ie](mailto:oireachtasliaison@nationaltransport.ie)>  
**Subject:** Item 85382 (ref bus stop 3368) December 2024 Lucan, Palmerstown and North Clondalkin ACM

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To Whom it May Concern,

The elected Councillors in South Dublin County Council are sub-divided into Area Committees who meet to deal with local issues. One such meeting, the December 2024 Lucan / Palmerstown / North Clondalkin Area Committee Meeting (ACM) requested that we write to you on foot of the agreed Motion as per attached letter.

I look forward to your reply which will be circulated to all members and made available to the public through published minutes.

Kind regards,

Eduardo de Oliveira

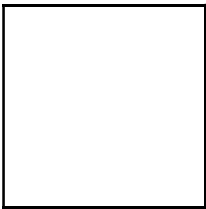
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